CYCLE NEWS

August 12, 1987 : Number 31

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U.S. Motocross des Nations team named

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First look!

1988 Cagiva MXers

Camel Pro Series

Schwantz over Rainey at Mid-Ohio RR

Lechien, Holland score at Broome-Tioga National MX

America's motorcycle newspaper

In the WIND
BY PAPA WEALEY

Defending World Champion Eddie Lawson (Yam) won the August 2 British Grand Prix at Donington Park. Lawson finished 4.6 seconds in front of runner-up Wayne Gardner (Hon) in the 500cc race. Randy Mamola (Yam) was third, Christian Sarron (Yam) fourth, and Neil Mackenzie (Hon) fifth. Freddie Spencer (Hon) returned to action but completed only two laps of the race before retiring. Gardner leads the point standings with 105 points, Mamola is second with 91, and Lawson third with 79.

Former 250cc MX Champion Heinz Kinigadner (KTM) was the overall winner of the August 2 Belgium 500cc MX Grand Prix at Namur via a fourth in the first moto and a win in the second moto. Kurt Nicoll (Kaw) was second overall with a 3-3 tally, while Kees Van der Ven (KTM) was third overall with a 5-2 day. Georges Jobe leads the point standings over Nicoll, 280 to 224.

The AMA has announced the selection of the 1987 International Six Days Enduro Trophy Team and Junior World Team riders who will represent the U.S. at the 62nd ISDE in Poland, September 21-26. The Trophy Team members are: Mark Hyde of Columbus, Ohio, riding a 125cc Husqvarna; Larry Roeseler of Bloomington, California, on a 250cc Kawasaki; Jeff Fredette of South Chicago Heights, Illinois, on a 250cc Kawasaki; David Bertram of Benicia, California, on a 500cc Husqvarna; Kevin Hines of Weston, Massachusetts, on a 500cc KTM; and Drew Smith of Great Meadows, New Jersey, on a four-stroke 350cc Honda. The Junior World Team consists of Randy Hawkins of Travelers Rest, South Carolina, on a 125cc Husqvarna; Jeff Russell of Chauncy, Ohio, on a 500cc Husqvarna; Kurt Hough of Indianapolis, Indiana, on a 250cc Honda; and Fred Hoess of Stanhope, New Jersey, on a 250cc Husqvarna. Rounding out the 25-man American team and riding on club teams are John Haaker, Aaron Hough and Ed Marchini riding for the Merced Dirt Riders M.C.; Bob Bean, Ed Lojak and Jeff Irwin riding for the JB Racing Club; Donnie Simone, Grant Palenske and Shaun Scarlett riding for the Checkpoint M.C.; John Nielsen, William Burgener and Fritz Kadlec riding for the Mt. Baker M.C.; and David Burke Jr., Reed Bright and Todd Harris riding for the Lubbock Trail Riders. This year's ISDE team effort will be dedicated to the memory of Dick Phares, the long-time off-road coordinator for Husqvarna and the Trophy Team manager for the past three years. Phares died of cancer July 20. People wishing to support the USA Team may purchase ISDE souvenir items through the AMA/ISDE Support Fund, Box 6114, Westerville, OH 43081-6114.

The AMA also named the four riders who will represent the U.S. in the '87 Trials des Nations in Finland on September 20. The American Team will consist of Ryan Young of Williamsport, Pennsylvania, riding a Beta; Kip Webb of Watsonville, California, riding a Merlin; Ron Commo Jr. of North Ferrisburg, Vermont, riding a Beta; and Mark Manniko of Evergreen, Colorado, on a Fantic. A team support fund has been established to assist with the team members' expenses. Persons interested in purchasing support items or donating to the team effort should contact: NATC Rider Support Fund, c/o Marilyn Wicker, Box 85B, Rt. 14, Cookeville, TN 38501, or contact the AMA Amateur Activities Department at 614/891-2425. Sponsors of the U.S. Trial des Nations Team are Cosmopolitan Motors, importers of Beta; TMI, importers of Fantic; Torr Motos, importers of Merlin; DynaTour (Nolan Helmets) and Kal-Gard.

Gary Christopher, president of the Lansing (Michigan) M.C., called to correct an item we ran last week in which a representative of New Jersey's Meteor M.C. said the annual Jack Pine Enduro had been sponsored by "many different clubs" over its long history. The August 9 Jack Pine Enduro will mark the 61st consecutive year that the event has been put on by the Lansing M.C., according to Christopher.

An American speedway team captained by Bobby Schwartz defeated a team of foreign riders led by World Champion Hans Nielsen in the two-match Budweiser American Cup Challenge at Ascot Park on July 30 and August 1. The opening meet took place on the "short" course at Ascot's South Bay Stadium and the Americans won, 62 to 46. Saturday night's action took place at Ascot's half mile oval and the World Team won, 93-67. But the overall victory belonged to the Americans by a score of 149 to 139. Complete coverage next week.

Ed Lojak (Hus) won the August 2 Millville, Minnesota, round of the AMA National Championship Hare Scrambles Series. Lojak finished 44 seconds ahead of runner-up John Martin (C-A). Martin, who returned to action after being sidelined with a broken leg, was riding a pre-production 250cc Can-Am that featured a disc brake mounted on its countershaft. Tony Hendon (C-A) finished third.

Kevin Rentzell, Jim Tribou and Dean Swims rode the Kayo Racing Suzuki to victory in the August 1 Mid-Ohio round of the AMA/CCS MotoWorld U.S. Endurance Road Race Series. Dutchman Racing (Suz) finished second, one lap down, and Hyper Cycle (Suz) finished third.

Californian motocrosser Willy Simons won both the 125 and 250cc classes at the 15th Annual Florenzia Classic motocross in Guatamala City, Guatamala, on July 26. Simons (Hon) topped Keith O'Neal (Suz) and Juan Meyer (Hon) in the 125cc class and later beat Jim Holley (Yam) and Costa Rica's Adrian Roberts (Yam). Over 40,000 fans watched the Marlboro/Pepsi-sponsored event that was featured live on local televison.

Cagiva's Raymond Roche did not compete in the British Grand Prix at Donington Park on August 2 because he was involved in an automobile accident on Thursday, July 30 in England. The Frenchman was involved in a head-on collision only one mile from the Donington Park circuit, and suffered facial injuries and two broken fingers.

Dirt tracker Chad Felicio of Salinas, California, needs a ride for the remaining seven races of the 1987 AMA Grand National Championship Dirt Track Series. Potential sponsors may contact Felicio at 317/271-1204.

Desert racer Mike Sixbery was injured during a recent Desert Diggers Hare Scrambles in southern California when he lost control of his motorcycle over a jump, about a quarter-mile from the finish of the race. Sixberry suffered a dislocated left hip, shattered pelvis, broken right hand and fractured right wrist. Cards and Letters may be sent to Sixbery at home, 4030 Adam Road, Semi Valley, CA 93063.

NAMED: Don P. Morrissey, as chairman and chief executive officer of Maserati Automobiles, Inc. and vice president of the parent company, De Tomaso Industries, Inc.; Morrissey, a senior Chrysler executive, will be responsible for the import and U.S. distribution of Maseratis and Benelli and Moto Guzzi motorcycles.

As of July 11, eight of the races which award KK Aftermarket Race Team racers money have been run. Four of the events were road races and four were dirt track events. One road race and five dirt track events remain on the KK contingency program schedule, plus five dirt track events that will also see the top KK Junior pocket bucks. The top finishing KK Aftermarket Race Team rider gets $2000 for a road race, $1500 for an Expert dirt track, and $500 for a Junior dirt track. The KK Expert rider with the most points at the end of the season will be crowned the '87 KK Champion and will receive a guaranteed amount of at least $2500. With a total of $28,500 up for grabs, Dan Chivington has already gone to the bank with $6000 this season. Larry Shorts has earned $2000, and Steve Morehead, Hank Scott, Don Estep, Doug Davis and Junior Bryan Villella have each pocketed $1500. KK's program is still open to other riders who want to participate. For details, call Gary Scott at 615/562-9817.

Kawasaki's Team Green will conduct a fishing tournament August 12-14 at the AMA Amateur/Youth National Championship MX Finals at Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. Complete rules will be available at the Team Green Information Center which will be open for entries and weighing of fish from 8:00 a.m. to 6:00 p.m., Wednesday through Thursday.

If you thought Honda had buried future V-4 models with the release of the in-line Hurricanes, you better think again. Rider, a Japanese magazine, features the new Honda VFR750 V-4 Honda in its September issue. Another four-stroke Honda endurance road racer? When was the last time you saw a competition bike sporting turn signals? The VFR750 will obviously be released on the Japanese market this fall, but will it hit American shores? Based on the RVF endurance road racer currently being campaigned in Europe, the VFR750 features a single-side swingarm, four-valve per cylinder water-cooled engine, and twin radiators. Will we see the VFR750 in the U.S.? Don't hold your breath.

C. John Ellis of Kenosha, Wisconsin, was killed in a street bike accident

(Continued to page 12)

Hannah, Johnson and Ward to represent U.S. in Motocross des Nations

WHITNEY POINT, NY, AUG. 2

Attendees at the August 2 AMA National Championship MX at the Broome-Tioga facility in New York State were the first to hear the news that Bob Hannah, Rick Johnson and Jeff Ward would represent the U.S. in the September 13 Motocross des Nations at Unadilla Valley Sports Center in New Berlin, New York.

As it stands now, Hannah will ride a 125cc Suzuki, Johnson a 250cc Honda, and Ward a 500cc Kawasaki in the U.S. team's quest for a seventh straight victory in the World Championship team event.

Named as alternates for the team were defending 125cc National Champion Micky Dymond, Ron Lechien and Johnny O'Mara. Alternates are named because of the possibility of injury preventing one or more of the selected riders from competing.

Dymond, the defending 125cc National Champion, was upset over the announcement. "I've worked my butt off and had hoped to be part of the team. I don't have any more to say because my comments might get me in trouble."

Hannah, a multi-time National Champion, could be called the people's choice. Letter campaigns to both this publication and the AMA called for his selection.

The selection of Johnson came as no surprise to anyone. The southern California Honda rider has already won the 1987 250cc National Championship and is well ahead in the 500cc National point standings.

Ward was also an odds-on favorite to be named to the team. The Team Kawasaki rider is the 1987 Supercross Champion.

David Bailey, the 1986 500cc National Champion who was paralyzed in a practice accident at the beginning of the year, was named team captain. Multi-time World Champion Roger DeCoster will serve as team manager.

According to Unadilla's Jill Robinson, a list of the many nations who will field teams and the individual riders who will compete will be released by August 18.

Over the edge

"Darn detour signs."

DAN MAHONY PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

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BPA Consumer Audit Division Membership Applied For December 1986.

ON THE FRONT PAGE: Kit Palmer pilots the 1988 WMX125 Cagiva at Glen Helen Raceway. See page 30 for 1988 WMX125 and WMX250 Cagiva riding impressions. Photo by Kinney Jones.

voices

Pole seeks info

My name is Jacek Gorski and I am 20 years old, and a student of Warsaw Polytechnical College in the Department of Automobiles and Working Machines. For several years I have been seriously interested in military motorcycles and all-terrain cars from World War II. I presently have three motorcycles and they are a Russian M72, a Harley-Davidson WLA, and a BMW R75 Sahara. I try to make them as original as much as possible. I hope to soon buy a Jeep.

Unfortunately, in Poland the technical literature concerning old vehicles is not available and it is even difficult to obtain photographs except some of Polish and Soviet vehicles.

Could you please send me some photos, descriptions of the Jeep and the Harley WLA and some photos of all-terrain motorcycles and cars from World War II. In exchange I am ready to send you publications concerning old Polish and Soviet vehicles or other things from Poland.

JACEK GORSKI
Ul. Budrysow 20a m19
04119 Warszawa, Poland

Mammoth mistake

Just a note to thank you for your coverage of the recent Mammoth Motocross and to provide a correction of your Vet class results. Greg Winters finished fifth overall with Kenny Zahrt fourth in the Vet class at Mammoth.

ANGELA WINTERS
Ridgecrest, CA

Femme thanks

On behalf of all the girls who participated in the U.S. Suzuki-sponsored CRC Women's Championship MX Series, I would like to thank the following: U.S. Suzuki Motor Corp., California Racing Club, AXO Sport, O'Neal USA, Answer Products, Motocross Action magazine, Pro Circuit Racing, Troy Lee Designs, DMC-Dave Miller Concepts, Kal-Gard, Racer's Choice, Accurate Cycle Supply, Hi-Desert Kawasaki Cycle Center, Vans Tennis Shoes, Roko Sport Inc., Thousand Oaks Yamaha/Kawasaki and White Bros. Cycle Specialties.

It was their support and contributions that made this first-time event the success that it was. The continuing support from sponsors such as these will help keep motocross alive and growing.

TAMI RICE
Norco, CA

Missing results

After anxiously waiting for the results from the July 4 Grattan (Michigan) Six-Hour Endurance Road Race, I was very disappointed to see that the Middleweight Superbike class was omitted in the race results in your July 22 issue. For our team, Off Road Racing, this was our best placing so far and for it to go completely unrecognized was more than I could take.

I would like to take this opportunity to thank the people involved in the effort: owner and captain Doug Flaugh; chief scorer, alternate rider and wonderful wife Joann McIntosh; alternate rider and crew member Robin Carson; crew members and time keepers Dave and Jim Vauple; and Alan Bechard who provides moral support.

DOUG McINTOSH
Clarksville, TN

Desert walking

This letter is in response to the ravings of Dave Holeman (How You Can Win column) in the July 22 issue.

His diatribe regarding Cranston's Desert Bill causing a ban on street bikes is just the kind of alarmist drivel that makes people think that motorcyclists have single digit IQ's.

His problem is a complete misconception of Wilderness Areas and the Wilderness Act, not to mention a "me first" attitude that permeates his column. His public lands are my public lands, too. They also belong to many millions of people who may never see them, but who still believe that wild land for its own sake, with its own population of wild creatures is something we need to keep in our country.

Holeman makes it sound like the entire Mojave desert will become a Wilderness Area, off limits to only hikers and horses. Wrong. S7 does indeed "lock up" some desert land, but is that so bad? I tremble to think what might have happened in the 1800's and early in this century if people with his mentality had been able to influence the creation of parks like Yosemite and Yellowstone. We'd be having geyser to geyser hare scrambles and running enduros in Tuolumne Meadows.

I agree that S7 could use some tempering and compromise, but in no way will it close paved roads to public travel. Paved roads do not meet the stringent criteria set forth in the Wilderness Act for Wilderness Areas.

I go to a lot of nice places in the desert that I can't get to on my street bike or my dual-purpose bike. How do I get there? I walk. Try it some time, Dave. You might see that the desert has a lot more to offer than pucker bushes and whoop-de-doos.

ARDEN KYSELY
Santa Barbara, CA

Parkersburg incident

It was inferred by the announcer at the Camel Pro Series Parkersburg Half Mile that I was not running intake restrictors during time trials. The issue was not restrictors, but rather the size of the intake manifolds. The manner in which the announcement was made implied that I was trying to get by with something illegal, when in fact that was not the case at all. Furthermore, I have been running the same manifold set-up the entire season and have passed tech inspection at every other race track.

At the July 18 National, one of the tools which the AMA uses to check the manifold would not go into the opening far enough. At that point it was announced that I had failed the restrictor test. After discussing the issue, the AMA got the other tool it was using to check some of the other bikes coming in off the race track and that tool fit into the manifold! In other words, the AMA was using two tools of two different sizes to check the same thing. When I asked which tool they were going to go by, they replied that they were going to use the one that did not fit. Therefore, I was disqualified. I had qualified third fastest and on top of being disqualified from the National, I was disqualified for the $17,500 Camel Pro Challenge Dash.

It is not the intent of this letter to pick a bone with the AMA — a battle which cannot be won — but rather to set the story straight and tell the other side of the story that the announcer failed to complete.

RUSTY ROGERS
Richmond, VA

ISDE trip

I am looking for one or two non-smokers to join me for the 62nd ISDE in Poland. My itinerary is as follows: I leave Chicago on Wednesday, September 16, and arrive in Frankfurt, West Germany, the following day where I will pick up a car. I then plan to drive to Berlin and then on to Jelenia Gora through East Germany. I am scheduled to return from Frankfurt on Wednesday, September 30, but this can be extended to October 7 as long as arrangements are made before August 25.

The air fare is under $600, round trip from Chicago. Anyone interested in going with me and sharing rent-a-car, etc. expenses can call me at 312/237-2407. You can also call Linda Nice at Pegasus Travel, 312/237-6466. She is arranging my visas and plane tickets and while her office is not open on Wednesdays, she is there on Saturdays from 9 to 2 p.m. Remember, August 25 is the deadline to take advantage of the great air fare, so if you are interested you had better get it together.

TED SCHWARTZ
Chicago, IL

Trade Tech support

On Wednesday, August 12, there will be a public meeting at the Los Angeles Community College District Office building at 617 W. 7th Street in Los Angeles. A non-agenda item, our new proposed power products and motorcycle program, will be heard between 6 and 9 p.m. If you can attend and wish to be heard call on Monday, August 10, or Tuesday, August 11, at 213/628-7788, extension 2235. Refer to this as a non-agenda item and you will be given three minutes at the podium.

We are running out of time to get approval for the fall semester which will start on September 14. Because of the excellent attention given to our struggle, 86 students are now on our waiting list ready to enroll in the program if we are given the go ahead. Five of these people are ladies and they will be represented by Elizabeth Morgan at this meeting. Several industry people are also scheduled to speak. Please consider getting on the agenda. We are a public community college and support from the taxpayers and voters will assure our program for the future. Just showing up to support our speakers will be appreciated.

As I've said before, it might take the *Cycle News* Finish Line Camera to determine our margin of victory but with your support we will win.

PAT OWENS
L.A. Trade Tech
Los Angeles, CA

KTM

Hines and his KTM Explode at the Firecracker, for yet another National Enduro Victory!

KEVIN HINES LIT THE FUSE ON HIS KTM 350 ENDURO AND ONCE AGAIN BLEW THE COMPETITION AWAY. THIS TIME AT THE AMA NATIONAL CHAMPIONSHIP "FIRECRAKER 125" ENDURO AT LOGAN, OHIO. KEVIN'S RIDING SKILLS AND KTM'S PERFORMANCE AND QUALITY HAVE PROVEN TO BE THE WINNING COMBINATION ALL YEAR ON THE NATIONAL ENDURO CIRCUIT. IF YOU WANT PERFORMANCE, QUALITY AND RELIABILITY IN AN OFF-ROAD MACHINE, LOOK TO THE WORLD CLASS KTM. AS KEVIN SAYS, "YOU CAN'T DO ANY BETTER THAN THIS".

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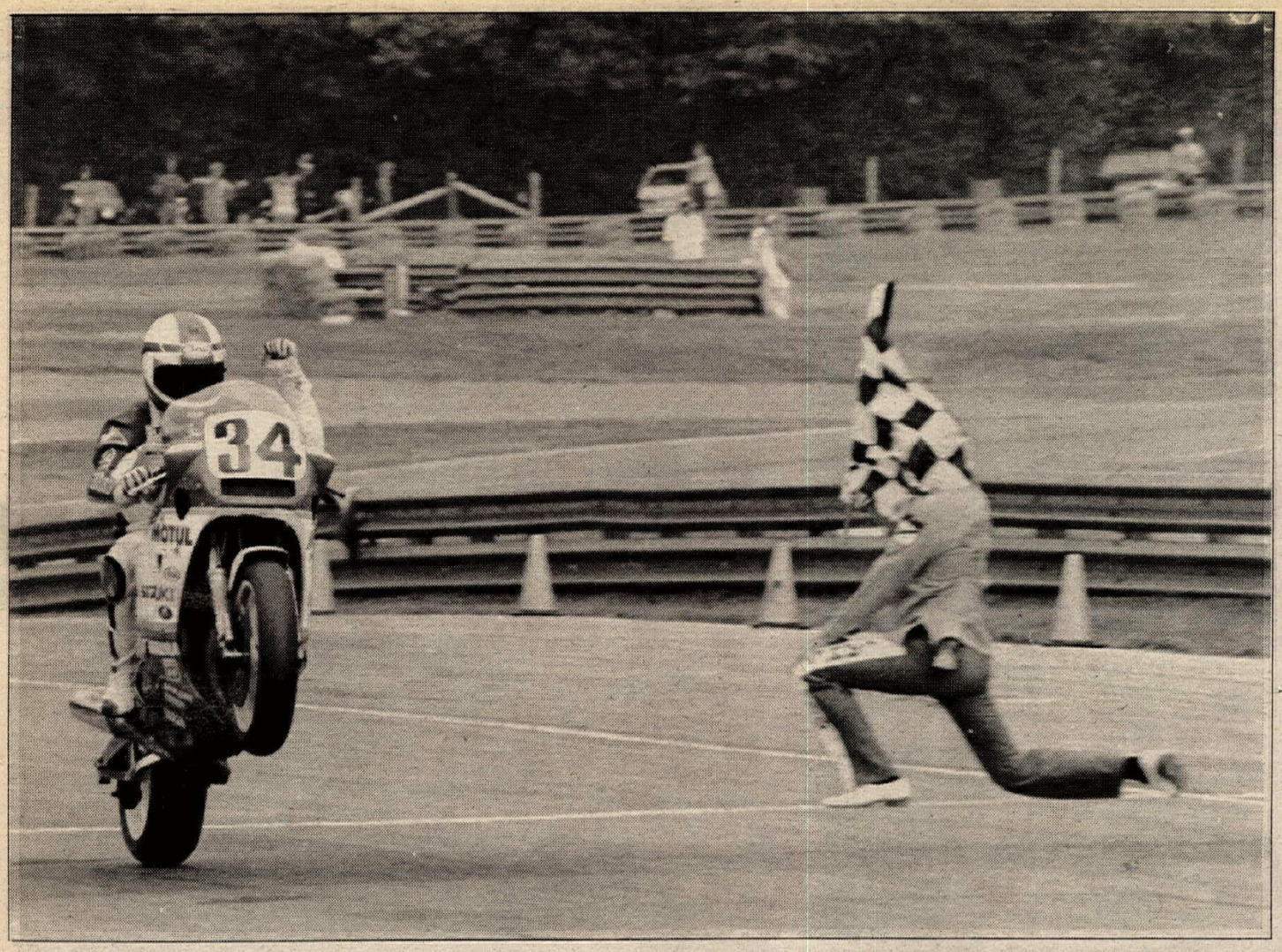
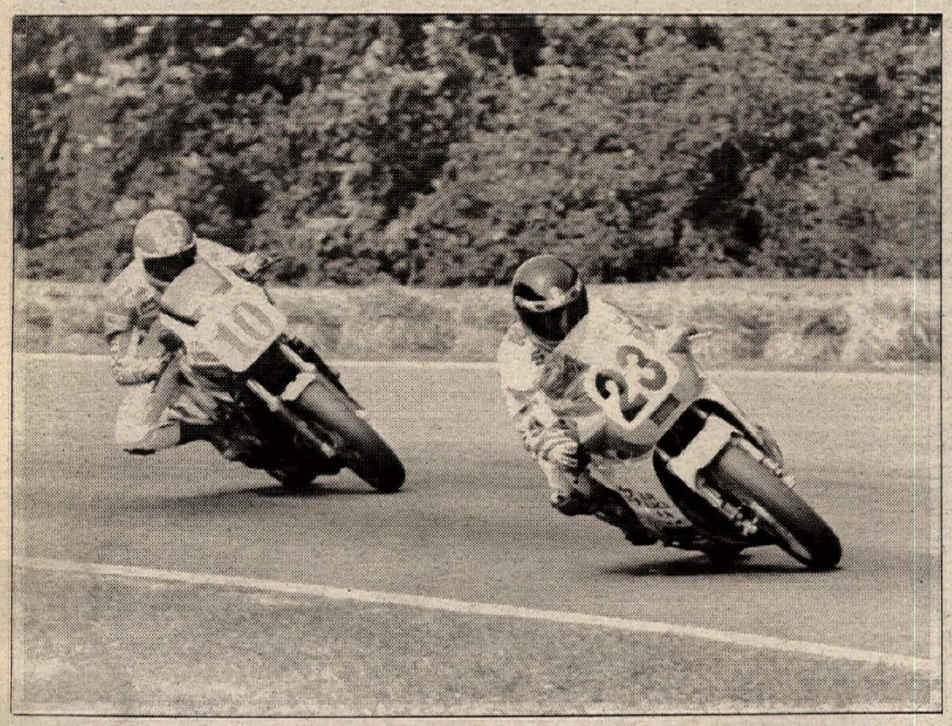


Kevin Schwantz wheelies across the finish line after winning his third National of the season at Mid-Ohio.



Doug Polen (23) leads Doug Chandler (10) during the National; Chandler ended up passing Polen when the Texan started suffering from the heat.

AMA/Superbike Road Race Series/Camel Pro Series: Rounds 7/10

Schwantz masters Mid-Ohio National

By Paul Carruthers
Photos by Bert Shepard
LEXINGTON, OH, AUG 2

Yoshimura Suzuki's Kevin Schwantz scored his third National win of the season with a convincing 12.6-second victory over series point leader Wayne Rainey on a hot and humid day at the Mid-Ohio Sports Car Course facility.

Schwantz passed the fast-starting Rainey as the two dove into turn one to start the seventh lap, started turning times in the 1:35-second range and was never headed again in the Wiseco-sponsored 25-lap, 60-mile event. A lonely third place went to the newly-confident Jimmy Filice on his Yamaha FZR750, placing three different manufacturers in the winner's circle.

Grand National Champion Bubba Shobert bounced back from a trip on the Ohio grass to finish fourth with another dirt tracker, Doug Chandler, rounding out the top five.

Schwantz also won the $17,500 Camel Challenge earlier in the afternoon, taking home a cool $10,000 plus the $4170 winner's share of the $32,000 Superbike purse.

Schwantz' win puts a little more pressure on Rainey in the Superbike points chase, but with only two rounds remaining the Honda pilot is still in firm control, 118-94. In Camel Pro points, Shobert, by virtue of his recent hot streak, leads Rainey, 123-108. Schwantz moves to fourth with 92 points, four points behind the third-placed Chandler.

"It was a cakewalk," the 23-year-old Schwantz said half-jokingly. "Well, it wasn't really that easy. I hit a false neutral on the second or third lap, but when I got into the 35s I managed to get away."

Both Schwantz and Rainey's positions, however, remained unofficial at press time after World War III was started when Schwantz/Suzuki and Rainey/Honda teed off with a protest battle. Schwantz got the ball rolling when he protested the legality of Rainey's Honda VFR750's valves; Rainey and Honda countered with a protest against the rods in Schwantz' Suzuki GSXR750.

The whole matter will be settled at a later date as the rods and valves were taken to have the material analyzed. It seems an ugly can of worms has finally been opened, starting what could become a weekly protest-a-thon for the two competing manufacturers.

The track condition, however, was the first matter to be addressed as riders prepared for the race. The majority were not too pleased with the slippery 2.4-mile, 15-turn Mid-Ohio course. Thursday's practice was for nill as the track had to be worked on; a sealer coating had made the track a tractionless nightmare, and so a grinder was put into use in an effort to make it more tractable. Although not perfect, the track was better for Friday's practice sessions.

Heat race action got underway on Saturday with Rainey leading Shobert and Filice into turn one. The two Honda factory pilots pulled clear from Filice and the field with Rainey holding a slight advantage over his teammate. Filice held down third with Goodfellow and Kawasaki-mounted Larry Shorts rounding out the top five.

The order held to the finish with Rainey winning the event in 8:06.734 for an average speed of 88.755 mph; it turned out to be the fastest heat race of the day. Rainey ended up topping Shobert by 3.086 seconds with Filice farther back in third.

The second heat race saw Polen and Dan Chivington leading the fray into turn one. Schwantz, meanwhile, was carving through traffic after a so-so start. Polen led the first lap before the Yoshimura Suzuki-mounted Schwantz blasted his way past into turn one to start lap number two. Chandler was closing in on Chivington and eventually moved past the Gee Vee Performance-sponsored rider to take over third.

The top four stayed the same for the remainder of the heat with Schwantz topping Polen. Chandler became the third dirt tracker to qualify for the five lap $17,500 Camel Challenge, as he joined Filice and Shobert, along with road racers Rainey, Schwantz and Polen.

Schwantz' heat was a second and a half slower than Rainey's as the Texan circulated the five laps in 8:08.309 for an average speed of 88.468 mph. Schwantz beat Polen by 4.922 seconds despite an incident in turn eight on lap four. Schwantz' Suzuki jumped out of gear as he approached the banked left-hander, causing the Texan to run up high.

Camel Challenge

The always-exciting, five-lap dash for cash known as the Camel Challenge didn't disappoint the large crowd at the first-class Mid-Ohio racing facility.

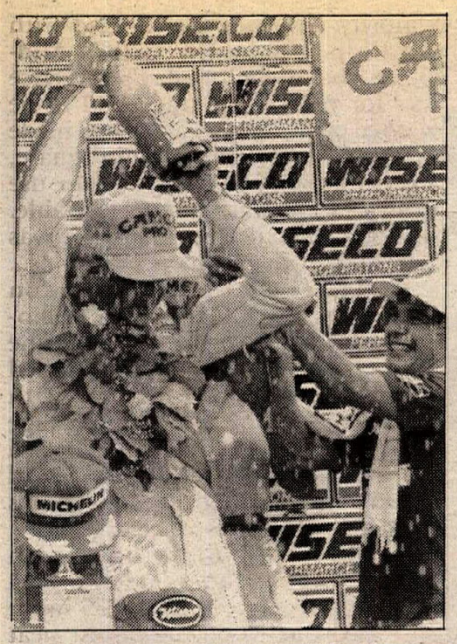
Shobert surprised Rainey and Schwantz by leading the pair off the start line and holding them off for two laps. Schwantz dove under Rainey going into turn one, in a move he would later duplicate in the National, to move into second on the second lap and quickly challenged Shobert. By the end of the third lap, Schwantz was leading the Shobert/Rainey battle by more than a second. Doug Polen had the Kosar Racing Suzuki up to fourth ahead of Filice and Chandler.

Rainey managed to get past his ever-improving teammate, but he couldn't catch Schwantz, although the Suzuki rider did hit another false neutral that sent him wide at one point. The win put Schwantz in a tie with Rainey for the high earnings leader in the 1987 Camel Challenges. The Texan's $10,000 payoff brought his total to $37,500; Shobert is third with $30,000.

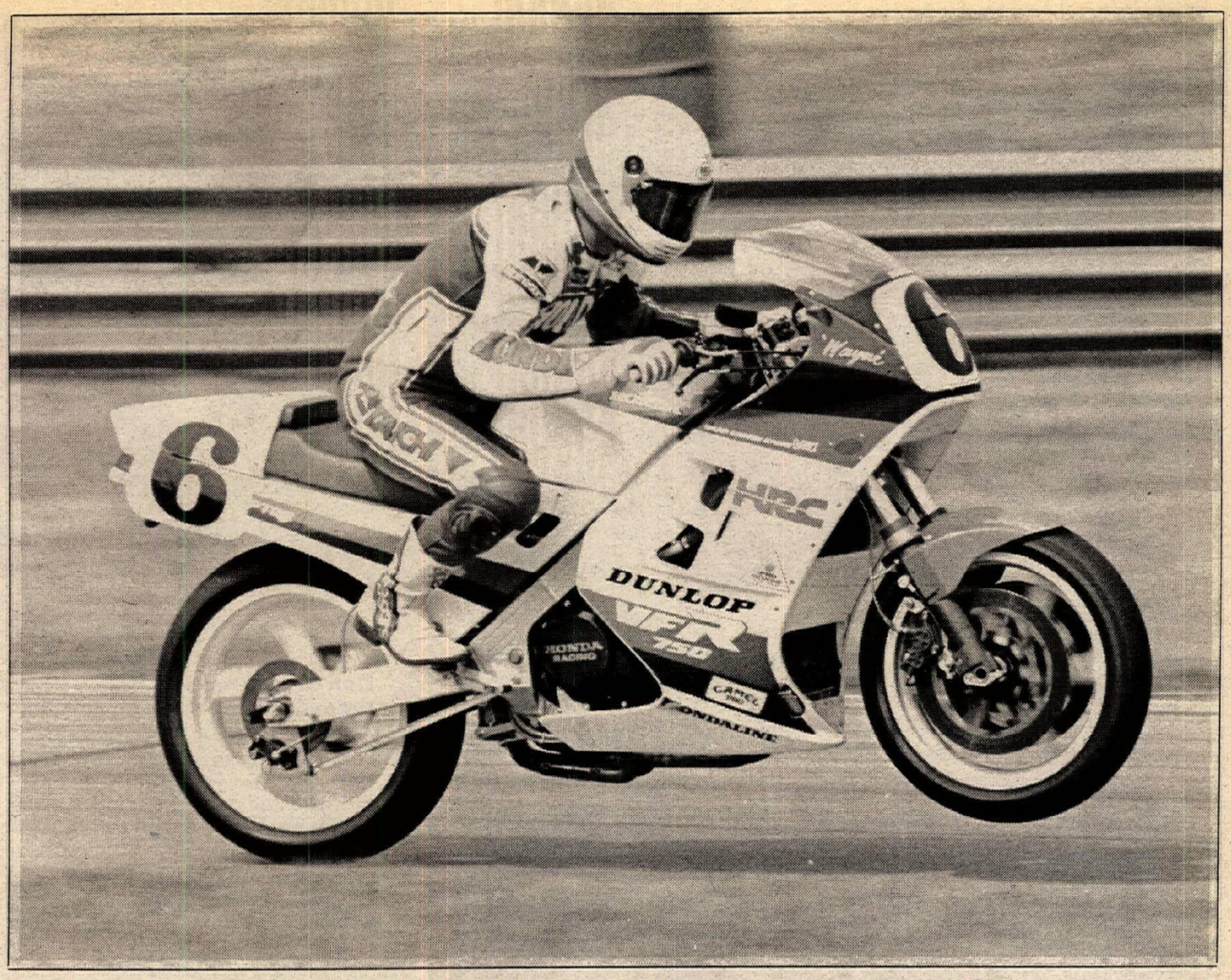
Shobert's Honda barely got him to the finish line in third place. "It just quit," he said. "It must have sucked something in the carbs."

Polen held off Filice and Chandler for third place in the six-rider field. Schwantz completed the five laps in 8:04.427 for an average speed of 89.177 mph.

"It's going to be a close race in the National," Rainey predicted after the Challenge.



Schwantz celebrates with Jimmy Filice in the winner's circle.



Team Honda's Wayne Rainey maintained his Superbike series points lead with a second place finish.

Jimmy Filice has finally shaken the bad luck that has plagued him for most of the season; he finished third.

National

With the wind picking up and dark clouds looming overhead, the 60-mile, 25-lap National got underway. Once again, it was Shobert leading the troops into the turn one left-hander. Filice was second from his outside of row one starting position. Rainey and Schwantz were off a little slower but trailed only Shobert at the end of the first lap.

Filice held fourth followed by Polen, Chandler, Gary Goodfellow, and Chivington.

Rainey took the lead soon after the start/finish line as Shobert caught a false neutral and ran off the track in the fast turn one. The dirt track champion used all his experience to get the big Honda under control while off in the grass; he rejoined the fray and a lap later was eighth.

Rainey led the first six laps as the leading duo pulled clear of the pack. After three laps, the two front runners had put 2.47 seconds on Filice, who in turn held a comfortable lead over Polen.

By lap 10, Schwantz had established himself as a would-be-winner. He led Rainey by 3.18 seconds and was pulling away every lap. By this time Shobert had moved around Chivington and Goodfellow and was battling with Polen and Chandler. The Freddie Spencer/Supertrapp-sponsored Chandler was riding the wheels off his 1985 Honda VFR750, one of the few steel-framed bikes in the field.

Farther back in the field, Jeff Farmer was beginning to catch Larry Shorts who was ninth. Shorts later said he was suffering from brain fade, allowing Farmer to move up. Shorts got his act together later in the race to secure ninth place.

Shobert got by Polen, after displacing Chandler, on lap 13 to move into fourth place. Meanwhile, Schwantz led Rainey by 6.6 seconds and was still pulling away.

On the 17th lap, Polen and Chandler began gaining on Shobert, who had taken to the dirt for a second time. By the 22nd lap, however, Shobert had reestablished himself in a secure fourth place. By this time, Polen was showing signs of fatigue due to the heat and was riding most of the track with his faceshield open; counting the Camel Challenge and the Supersports race, the final was the Texan's third race of the day.

Chandler took advantage of Polen's fatigue to move into fifth place on the last lap.

The final order read: Schwantz, Rainey, Filice, Shobert, Chandler, Polen, Goodfellow, Chivington, Shorts and Farmer. Following the checkered flag, both Polen and Shobert were taken to the medical facility for oxygen and ice packings; Shobert, whether he needed it or not, also received an IV.

"The thing ran real good," a rejuvented Filice said. "It was jumping out of sixth gear, but it didn't slow me down much. I'm real happy to be there, but I need to win one before this year's over."

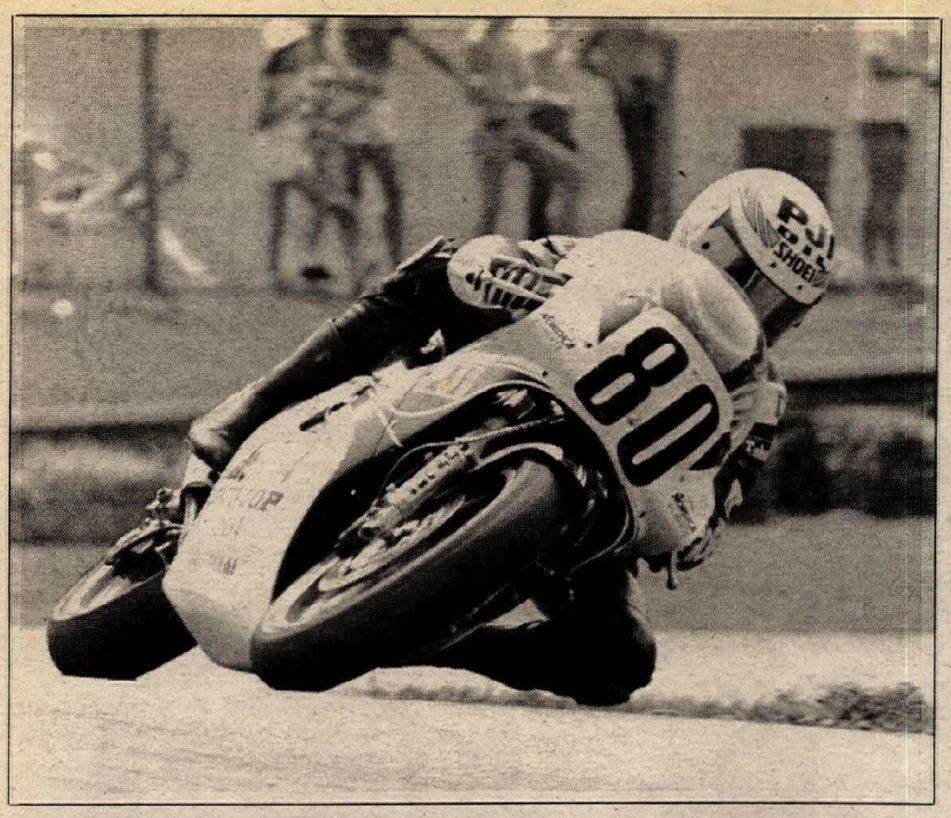
Rainey fingered a lack of practice time as a major reason for not staying with Schwantz. "We just need to put more time on our bikes," he said. "The sessions are too short. We have all these tires (Dunlops) to test. I just needed more time on the tires I used. I was riding comfortably, but the thing just didn't work like it could have." •

Unoffical Results

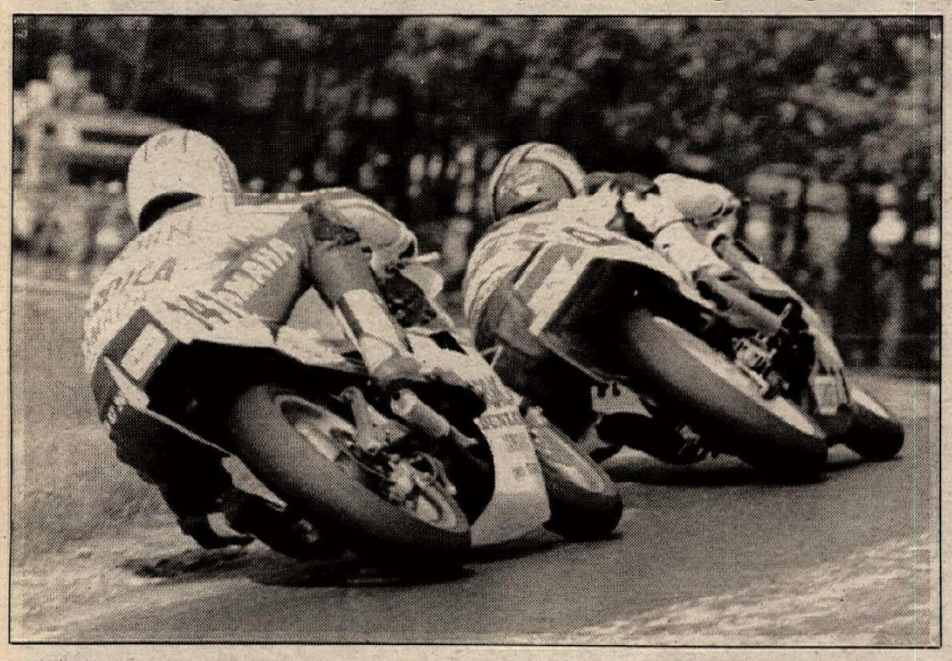
1. Kevin Schwantz (Suz); 2. Wayne Rainey (Hon); 3. Jimmy Filice (Yam); 4. Bubba Shobert (Hon); 5. Doug Chandler (Hon); 6. Doug Polen (Suz); 7. Gary Goodfellow (Suz); 8. Dan Chivington (Hon); 9. Larry Shorts (Kaw); 10. Jeff Farmer (Yam); 11. John Ashmead (Hon); 12. Dale Quarterley (Yam); 13. Rueben McMurter (Yam); 14. Stephan Crevier (Yam); 15. Scott Zampach (Suz); 16. Russell Paulk (Suz); 17. Britt Turkington (Suz); 18. David Kieffer (Hon); 19. Doug Brauneck (Suz); 20. Tom Walther.

AMA SUPERBIKE POINT STANDINGS: 1. Wayne Rainey (118); 2. Kevin Schwantz (94); 3. Bubba Shobert (81); 4. Doug Polen (60); 5. Gary Goodfellow (50); 6. Dan Chivington (46); 7. Doug Chandler (43); 8. Rueben McMurter (39); 9. Jimmy Filice (29); 10. Larry Shorts (28).

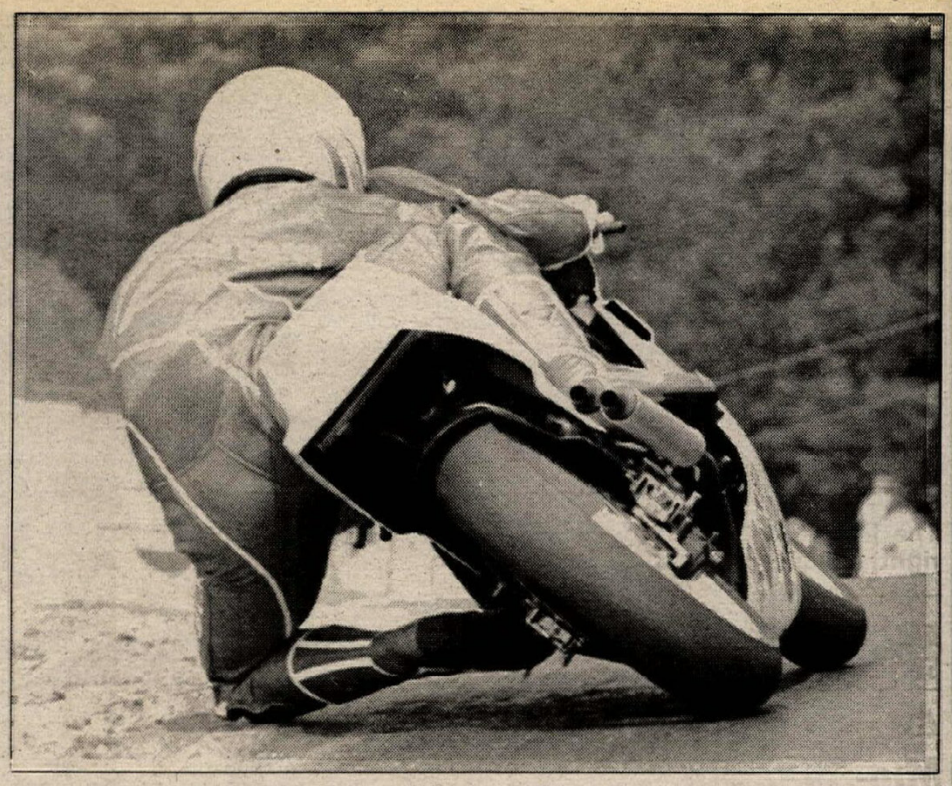
AMA/CAMEL PRO SERIES POINT STANDINGS: 1. Bubba Shobert (123); 2. Wayne Rainey (108); 3. Doug Chandler (96); 4. Kevin Schwantz (92); 5. Doug Polen (56); 6. Scott Parker (52); 7. Dan Chivington (46); 8. Ricky Graham (39); 9. Gary Goodfellow (37); 10. Chris Carr (36).



John Kocinski won his fourth straight 250cc Grand Prix class at Mid-Ohio after starting from the back of the pack and knifing through traffic.



Randy Renfrow leads Calvin Rayborn III in their battle for third place. Renfrow fought off Rayborn to finish behind Kocinski and Don Greene.



Don Greene rode his Honda RS250 to a second place finish after leading the early laps; Greene finished four seconds behind without a left footpeg.

AMA/Castrol 250cc Grand Prix Series: Round 7

Kocinski stomps 'em at Mid-Ohio

By Paul Carruthers
Photos by Bert Shepard

LEXINGTON, OH, AUG 2

Team Nordica Roberts' John Kocinski put together his most impressive performance to date as he dominated 250cc action at the Mid-Ohio Sports Car Course. Kocinski's victory marked four-in-a-row for the 19-year-old phenom.

Kocinski put in a Kenny Roberts-like performance as he aggressively knifed his way through traffic after getting away nearly last when the Yamaha went on one-cylinder on the line. It took him only 11 laps to take control as he pulled to a 4.325-second win over Don Greene. Third place went to Vance & Hines-sponsored Randy Renfrow.

The win puts Kocinski firmly in the driver's seat for his first National Championship. The only man who had a relative chance of catching the red-hot Kocinski going into Mid-Ohio was Kork Ballington. The Team MacLean rider crashed while trying to stay close to Kocinski in the final. A top 10 finish for Kocinski in Memphis this weekend will wrap things up.

Kocinski's Nordica teammate, Calvin Rayborn III, finished fourth with Team MacLean's Alan Carter rounding out the top five postions.

"It went dead on one cylinder on the start," Kocinski said. "The flag dropped and it wouldn't move. I was last. It was going flat all through the race, but it's a Yamaha and it finished. I just want to thank Bud Aksland for keeping it going."

Renfrow put his Honda RS250 into turn one first in the opening five-lap heat race on Saturday with Kocinski in tow.

Kocinski had the lead by the end of the first lap with defending 250cc champ Greene moving past Renfrow to take over second place. Kocinski quickly left the pack in his wake, as a battle ensued for second place between Greene, Renfrow and Rich Oliver.

The decision went to Renfrow with Greene following. Oliver tried to pass both of them, but took to the grass when the attempt failed. "I tried to pass both of them, but there's not enough track without cutting them off real bad."

Kocinski was primed for Sunday. "It's slick and I go good on slick tracks," he said. "They don't scare me."

Heat two was a fierce Ballington/Rayborn/Carter battle that saw the trio jostling for the entire five laps. When the flag dropped, however, it was the cagey veteran Ballington leading Rayborn and then Carter. Doug Brauneck was having his best ride of the season on his Yamaha TZ250, finishing fourth ahead of Garry Griffith.

The final got underway with Greene getting a flyer of a start and an immediate lead. Renfrow held down second with Carter, Ballington and Alan Inglis in tow. By the time the field got to turn eight, Kocinski had already sliced his way up to 11th place.

By the third lap Kocinski was sixth after passing his teammate Rayborn, but he was almost five seconds behind Greene, who now had Ballington breathing down his neck. Kocinski continued the push to the front, sliding the little Kenny Roberts/Nordica/PJ1/Dunlop/Shoei/Takai-sponsored Yamaha through every corner.

The order at the end of five laps was Greene, Ballington, Kocinski, Renfrow, Carter, Rayborn, Oliver, Inglis and James Stephens. By the sixth lap, the battle for fourth between Renfrow, Carter and Rayborn was heating up with Rayborn getting in a giant slide exiting turn eight.

On lap seven, Ballington moved past Greene and on lap eight Kocinski did likewise. The leading trio had pulled clear of the Renfrow/Carter/Rayborn battle.

Kocinski blasted around the outside of Ballington over the crest on the way to turn 10. A lap later and the Modesto, California, resident held a one-second lead. On the 12th lap, Ballington tossed the Honda RS250 down the road. "It was a front end job," Ballington said later. "That's four times this year. I was trying to stay with him (Kocinski), but he's going so good. You have to ride nuts to stay with him. I'm not hurt; it's just brain damage."

With Ballington making an early exit, Kocinski led Greene by 6.84 seconds on lap 14. That lead fluctuated, however, whenever the little Yamaha decided to run on only one cylinder.

Greene was hanging tough despite losing his left footpeg. "I put the flat slide carburetors back on it today," Greene said later. "I did it myself and lucked out. It ran good, but it was a little on the rich side. I just got myself mad at the start and rode really hard. When the footpeg fell off it started wearing me out."

By that point in the race, Renfrow had shaken off Rayborn, who in turn had done the same to Carter. Renfrow also began closing on Greene, but he ran out of time.

Kocinski crossed the finish line for the final time in the 21-lap race with a 4.3-second win over Greene. Renfrow wound up third with Rayborn, Carter, Oliver, Stephens, Griffith, Brauneck and Inglis rounding out the top 10.

"I'm a little disgusted with my performance and I'm just trying to pick it up a little each race," said Renfrow, who was not at ease on the slippery surface. "I'm just trying to stretch the envelope a little at a time. It felt good to finish."

"I just got too hot," Carter said after the race. "It was kind of like Elkhart, I didn't feel comfortable here all week. The heat got me and it was just one of those races." •

Results

1. John Kocinski (Yam); 2. Don Greene (Hon); 3. Randy Renfrow (Hon); 4. Calvin Rayborn III (Yam); 5. Alan Carter (Hon); 6. Richard Oliver (Hon); 7. James Stephens (Yam); 8. Garry Griffith (Yam); 9. Doug Brauneck (Yam); 10. Alan Inglis (Hon).

AMA 250cc GRAND PRIX POINT STANDINGS: 1. John Kocinski (123); 2. Kork Ballington (83); 3. Don Greene (79); 4. Calvin Rayborn III (72); 5. Randy Renfrow (60); 6. Rich Oliver (57); 7. James Stephens (56); 8. Alan Carter (43); 9. Doug Brauneck (32); 10. David Curtis (28).

The first four finishers in the Supersport race celebrate; (from left to right) Doug Polen, Dan Chivington, Thomas Stevens and Donald Jacks.

AMA Pro Twins Road Race Series: Round 7

Adamo breezes to Mid-Ohio win

By Paul Carruthers
Photos by Bert Shepard

LEXINGTON, OH, AUG 2

James Adamo rode his Team Leoni Ducati to an easy win in the Grand Prix portion of the Pro Twins class at the Mid-Ohio Sports Car Course, beating Fast by Ferracci Ducati-mounted Russell Paulk by 29.18 seconds. The Modified Production class win went to Dean Joas and his Yamaha.

Adamo won in more than one way. He won on the track and also in the point standings as point leader Doug Brauneck crashed his Dr. John's Moto-Guzzi only two corners from the checkered flag. By the time Brauneck got the bike moving again he was down in seventh place. Although Brauneck still holds a comfortable points lead over Adamo, the Glen Cove, New York, resident closed the gap slightly while still trailing, 105-82.

Third place in the Grand Prix class went to Ducati-mounted John Long. Dale Quarterley put in quite a performance to come from dead last to finish fourth on his Eagle Racing Bimota. Britt Turkington rounded out the top five on his self-sponsored Yamaha.

"Traffic was really bad," said Adamo after the race (He was questioned by AMA officials about passing under waving yellow flags; Adamo denied any infraction). "The bike ran terrible in the end. I would like to thank my grandfather for all the help he's given me over the years."

Dirt tracker Chris Carr was on hand to ride the Buell, but the Harley-Davidson motor "tied a rod on the backstraight" during Friday's practice. Carr was a spectator for the remainder of the weekend.

Adamo started the race by stuffing his way under Brauneck as the pack entered turn one for the first time. When the pack came around to end lap number one, Adamo already had a comfortable lead. Brauneck held down second with Paulk third, Gene Church fourth and David Kieffer fifth.

By the fifth of the 17 laps, Adamo held a plush 8.37-second lead over Brauneck. Paulk still held third with Church fourth and Long fifth.

By lap nine, Quarterley was up to eighth and charging. Adamo, meanwhile, had slowed dramatically because of traffic, turning only a 1:47.9 and allowing Brauneck to close to within seven seconds. He quickly stretched his lead back out, however.

On lap 11, defending champ Church crashed the big Harley-Davidson in the corner known as the Keyhole, giving Long the opportunity to move up to third place.

On the final go-around, Brauneck threw away second place in the Carousel turn, only two turns from the finish line. Adamo breezed in for the win while Brauneck frantically tried to get the Moto-Guzzi running. Paulk grabbed second with Long holding off a fast-closing Quarterley for third.

The Modified battle between points leader Pete Johnson and Joas ended when Johnson crashed while lapping a slower rider in the Carousel on lap seven. Joas went on to the win after coming out of "semi-retirement."

"I could either go around him (the lapped rider) or stay behind," Johnson said. "I went to the outside and he pushed me out in the loose stuff. It broke an oil line so I couldn't restart it." •

Results

GRAND PRIX: 1. James Adamo (Duc); 2. Russell Paulk (Duc); 3. John Long (Duc); 4. Dale Quarterley (Bim); 5. Britt Turkington (Yam); 6. David Kieffer (Duc); 7. Doug Brauneck (M-G); 8. Kurt Liebmann (Duc); 9. Hilton Van Staden (Duc); 10. Duane Summers (Duc).

MOD PROD: 1. Dean Joas (Yam); 2. Alan Hippensteal (Yam); 3. Robert Griffiths; 4. Thomas Sharp (H-D); 5. Blain Paulus Jr. (M-G); 6. Chris Helland (Duc); 7. Stan Friduss (M-G); 8. Edward Abdo (Hon); 9. Robert Steinbugler (M-G); 10. Gerald DeMott (M-G).

AMA GRAND PRIX POINT STANDINGS

1. Doug Brauneck (105); 2. James Adamo (82); 3. John Long (76); 4. Russell Paulk (69); 5. Kurt Kieffer (55); 6. Roger Reiman (34); 7. Hilton Van Staden (26); 8. Dale Quarterley (24); 9. Stan Friduss (21).

AMA MODIFIED PRODUCTION POINT STANDINGS:

1. Pete Johnson (80); 2. Blaine Paulus Jr. (60); 3. Thomas Sharp (48); 4. John Stapleton (44); 5. Stan Friduss (38); 6. Alan Hippensteal (37); 7. Dean Joas (36); 8. Gerard DeMott (34); 9. Chris Helland (33); 10. Richard Mass (32).

AMA/EBC Brakes Supersport Series: Round 7

Polen again in Mid-Ohio Supersport

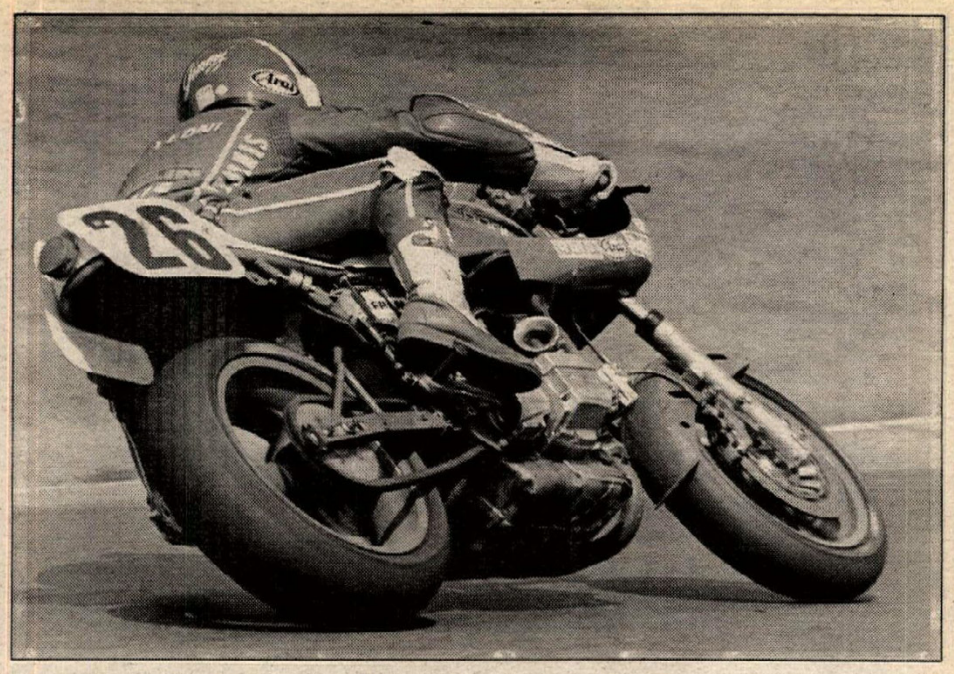
By Paul Carruthers
Photos by Bert Shepard

LEXINGTON, OH, AUG 2

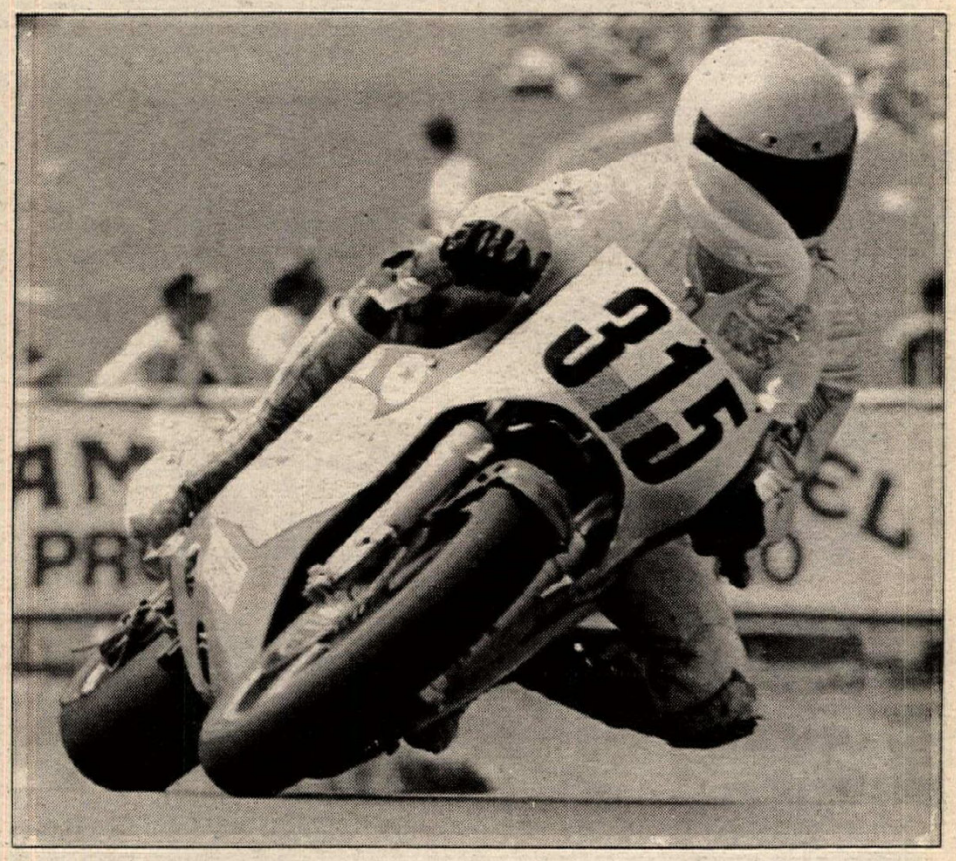
Denton, Texas' Doug Polen won his sixth Supersports race of the year, beating Thomas Stevens by 3.577 seconds at the Mid-Ohio Sports Car Course.

Polen rode his Dunlop-clad Honda CBR600 Hurricane to the win only moments after competing in the Camel Challenge on his Suzuki Superbike. On this hot and humid day, Polen's feat was even more impressive.

Donald Jacks rode his Honda CBR600 Hurricane to a close decision over similarly-mounted Dan Chivington to capture third place. Scott Zampach rounded out the top five.



Ducati-mounted Jimmy Adamo dominated the Grand Prix portion of the Pro Twins race at Mid-Ohio, beating Russ Paulk by over 29 seconds.



Russ Paulk rode his Fast By Ferracci Ducati to a second place finish after Doug Brauneck crashed two turns from the finish line.

It was Jacks grabbing the holeshot at the start of the event, but Polen led the pack as they crossed the line at the end of the first lap. Jacks held second with Stevens third and Chivington fourth. By lap two, Polen held a 1.5-second advantage over the now-second-place Stevens. Jacks and Chivington were beginning their race-long duel for third.

Polen stretched his lead to 3.2 seconds by the sixth lap, but after that the gap stayed the same. Stevens, who is the only man to beat Polen this year in the Supersport ranks, was keeping the Texan in sight, but wasn't able to catch him. Jacks and Chivington were going at it with Jacks seemingly having the upper hand when he needed it.

On the 10th lap Chivington lost a lot of ground in traffic, but by the time they completed lap 12 he was back on Jacks. Meanwhile, Zampach was holding down fifth with Danny Walker sixth.

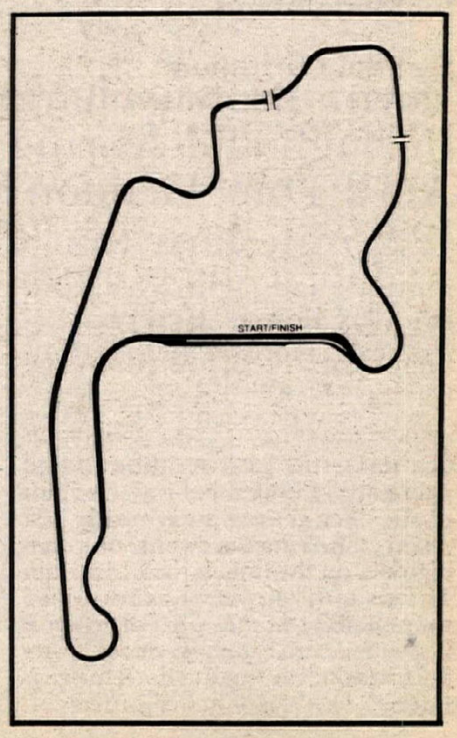
The order held to the finish with Jacks narrowly beating Chivington to the line.

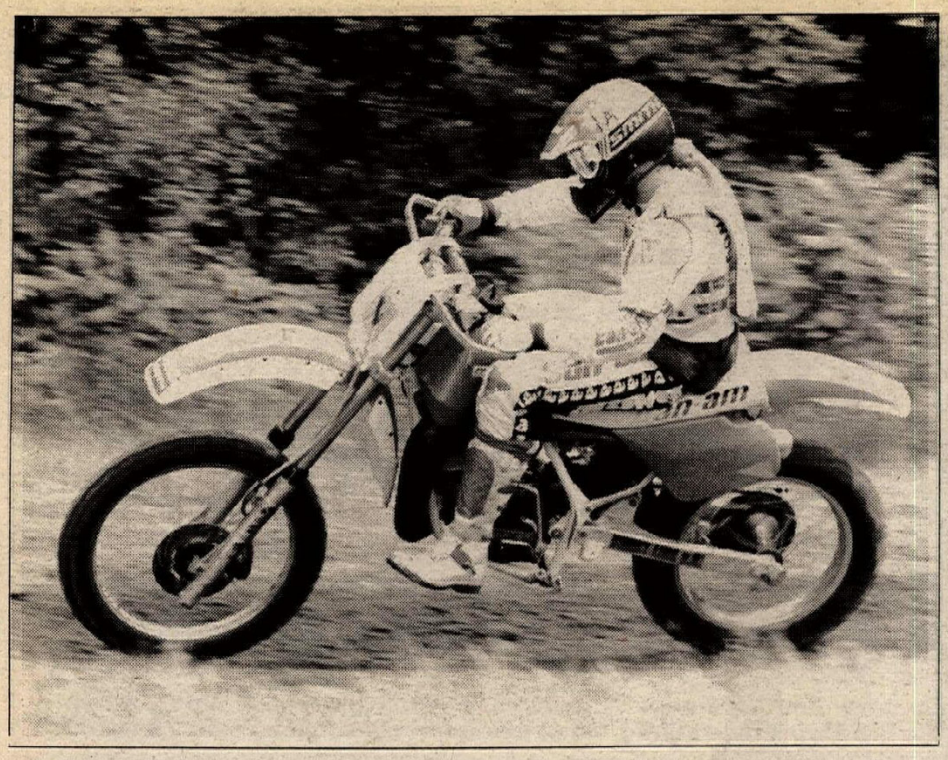
"He's hard to hold back," Jacks said of Chivington. "I was sliding all over the place, but third place is fine with me."

"I rode real hard in the Challenge keeping Jimmy (Filice) behind me and that took a lot out of me," Polen said. "Everything worked out good though,"

Results

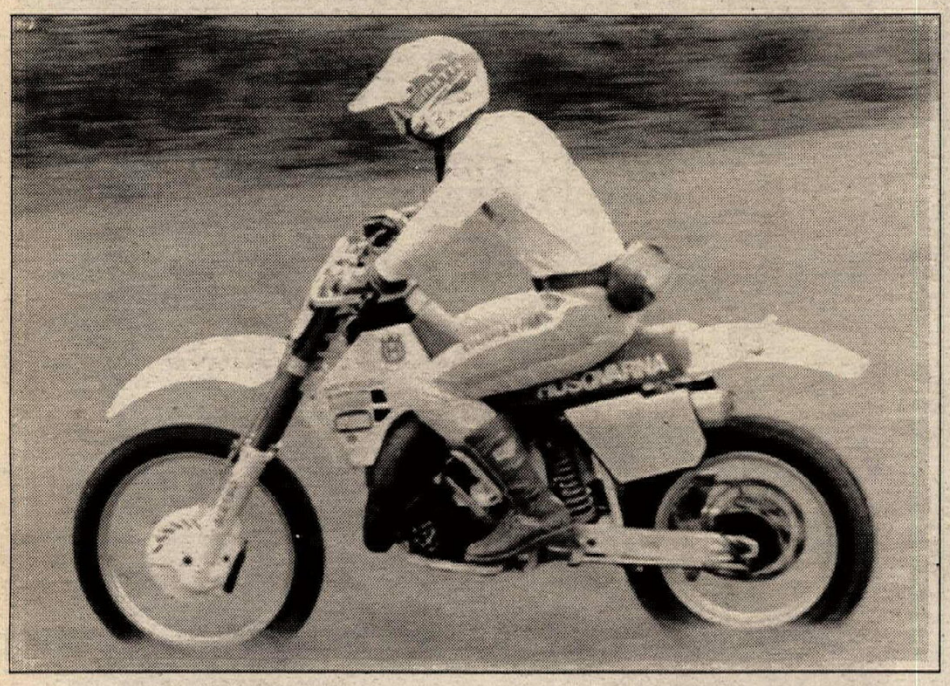
1. Doug Polen (Hon); 2. Thomas Stevens (Hon); 3. Donald Jacks (Hon); 4. Dan Chivington (Hon); 5. Scott Zampach (Hon); 6. Danny Walker (Hon); 7. John Eidenberger (Hon); 8. William Knott (Hon); 9. Britt Turkington (Hon); 10. Douglas Tosten (Hon).





Tony Hendon kept the pressure on winner Kevin Brown. After more than 60 miles of racing, Hendon finished 10 seconds behind Brown.

Winner Kevin Brown (left) and Hendon check in at one of the pit stops. The two riders battled throughout the event.



Third overall went to Husky-mounted Mark Hyde. However, Hyde dropped to third place in the standings with Hendon moving into second.

Brown charges into the pits for refueling. The Honda CR250 rider leads Hendon by 38 points in the standings with four rounds remaining.

AMA National Championship Hare Scrambles Series: Round 8

Brown rocks Plymouth Hare Scrambles

By Merle Acord

PLYMOUTH, IN, JULY 26

Kevin Brown charged his Honda CR250 through the scoring barrels to edge Can-Am's Tony Hendon by 10 seconds after five 12.2 mile laps that took three hours, three minutes and eight seconds at the Plymouth Blackhawks first-ever Hoosier 100 National Hare Scrambles.

With four races left in the 12 race series, Brown has taken a commanding 160 point lead. Hendon moved past Eddie Lojak for the second slot in the point standings with 122 points. Brown said, "A lot can happen in four races, but I've got my weight down to about 155 pounds and I'm training two to three hours each day and if those other boys don't do that, this thing is mine."

The Open and 250cc class riders were first off the staggered five wave start. Brown followed Hendon into the high speed left hand sweeper 50 yards down the starting chute but he soon put his Dunlop Tires/Arai Helmet/Smith/JT Products-sponsored Honda out front of the pack.

The starting/pit area, also used as part of the course, was a flat out drag strip. The trail, laid out along the edges of two adjoining flat grassy sand fields that were separated by a 20-yard strip of scrub timber, exited into a stand of commercial pine trees (planted on six foot centers). The pine trees provided a high speed "down the row" trail before the arrows led the riders onto an open series of sand whoops.

"We've got a little of everything here," said Cliff Bean who shared the duties of race coordinator with his wife Shirley, "tight trails, and I mean tight trails, a gravel pit, two river crossings, some mud, a couple of minor sand hills and some high speed straights. The tight stuff will open up after the first lap. The river crossings aren't that bad. We put oak pallets down where the bottom isn't gravel and if the riders stay between the ribbons they won't have any trouble."

With no appreciable rain for two months the Yellow River was low and at the crossings the water was midway up on the side cases and late in the run a few of the overheated riders couldn't resist the temptation for a cooling belly-up in the water.

"I had a bad start," said fourth overall Bob Bean, who was riding a 360 KTM from his Action Cycle shop, "and when I got to the pine grove at the end of the pits I got tangled up in a knot of riders, so I moved over a row and tried to go around. I was doing okay until I went through some brush and spotted a log wedged in the trees about handlebar high across the trail. I was hauling pretty good in fourth gear and just knew I'd had it. I didn't have a chance to stop but I locked everything up anyway and when I hit the log it was rotten and just kind of blew away."

At the end of the first lap Brown was in the lead with Hendon in second followed by Bean. Ed Lojak pulled into the pits with mechanical woes. Lojak had crashed on the start. "I blew my knee that I just had operated on," said Lojak, "and I think that's when I dinged my shocks. They never worked right and after a lap or so they stuck down. I was going to try to finish but I couldn't ride at any speed."

Team Husqvarna's Mark Hyde, riding a 430 Auto, finished third overall, one minute and 12 seconds off the pace and had this to say about the race, "I thought I had a pretty good start somewhere around fifth but I got bumped in the first corner and lost a few places. I wasn't too worried, they said this was a tight course with some mud and when you're from Ohio you love tight woods and mud. I had a good fourth lap and when I came out of the woods back at the starting area I saw Hendon on the other side of the field and thought I'd catch him and still have time to get Brown. Only Hendon caught Brown first and they started racing and I just couldn't catch up."

The pride of Murfreesboro, Tennessee, Hendon said, "I caught Brown right after the start of the fifth lap. I was right where I wanted to be, in second place on the last lap. The trails were narrow and I kept waiting for KB to make some kind of mistake or slow down but he didn't and I couldn't get around."

"Hell no, I wasn't going to let him pass," said a smiling Brown, "I was trying to do everything just perfect so he couldn't get by. He was right there at my back wheel for the last half lap and I was hoping that if I didn't get nervous that would make him nervous. I was able to pull him (Hendon) through the straights and that kept me out front. And about midway through the first lap Bob Bean got out front and the three of us really put some distance between us and the rest of the guys. He knew the trails."

Team Kawasaki's Jeff Fredette topped the 200cc class, coming in 15 minutes ahead of second place Ben Harmick's Kawasaki and 16 minutes in front of Yamaha rider Timothy Carmien.

"It would have been more than that," said Fredette "but I got into a long train on those narrow trails and it was impossible to get around and the guy out front wouldn't pull over. He finally missed an arrow or we'd probably still be out there." Fredette was fifth overall.

Scott Plessinger, riding a 250 Kawasaki, finished sixth overall six minutes off the pace and 22 seconds ahead of seventh place overall Wally Wilson's KTM.

"I got so dehydrated," said Plessinger, "I didn't think I was going to make it. Those tight trails really make you work."

Ron Ribolzi won the 125cc A class with Larry Surles in second and Al Fredrickson third. Ribolzi said, "I passed John Martin on the fourth lap so I knew I was doing okay. I got in that same train that Fredette was in. That was bad, but otherwise it was great. I loved those mud trails; some were even slimy."

Team Can-Am's John Martin rode his first hare scrambles since breaking his leg March 29 at Tennessee. "I feel pretty good," said Martin. "The best way to whip the body into shape is to ride, but I'm very tired. I got stuck twice in those mud bogs."

Honda's Kurt Hough, in fifth on the third lap, dropped out when his 250 lost power. "I don't know what happened, said Hough. "When I got on the straight and cranked the throttle it went brapp. I may have a hole in something."

Super Senior class winner Jeff Smith finished second behind Harry Greenlee but the Can-Am rider mathematically won the overall season Super Senior class Championship. "This is so different than when I was riding professionally. Then everything was so serious, now it's just fun. I'm like a 12-year-old kid having the time of his life," said former MX champ Smith. ●

Results

OVERALL: 1. Kevin Brown (Hon); 2. Tony Hendon (C-A); 3. Mark Hyde (Hus); 4. Bob Bean (KTM); 5. Jeff Fredette (Kaw); 6. Scott Plessinger (Kaw); 7. Wally Wilson (KTM); 8. John Martin (C-W); 9. Tim Shepard (Yam); 10. Gene O'Neil (Yam).

125 A: 1. Ronald Ribolzi (Hon); 2. Larry Surles (Cag); 3. Al Fredrickson (KTM); 4. Eldon Keen (Hus); 5. Mark Engle (Cag).

200 A: 1. Jeff Fredette (Kaw); 2. Ben Hamrick (Kaw); 3. Timothy Carmien (Yam); 4. Scott Wolferburgh (Kaw); 5. Jeremy Garber (Kaw).

250 A: 1. Kevin Brown (Hon); 2. Tony Hendon (C-A); 3. Scott Plessinger (Kaw); 4. Wally Wilson (KTM); 5. John Martin (C-A).

OPEN: 1. Mark Hyde (Hus); 2. Bob Bean (KTM); 3. Rusty Reynaud (Hus); 4. Chris Caplinger (C-A); 5. Stan Lojak (Yam).

125 B: 1. Dale Hotchitt (Cag); 2. Steve Fisher (Hon); 3. Eric Teson (Hon).

200 B: 1. Tim Lee (Kaw); 2. George Wills (Kaw); 3. Tommy Philps (Kaw); 4. Craig Benson (Kaw); 5. Buddy West (Kaw).

250 B: 1. Buren Hamrick (Hon); 2. Mark Nehurn; 3. Brent Floyd (KTM); 4. Randy Jones (Hon); 5. Chris Graher (Yam).

SR: 1. George Burch (KTM); 2. Henry Stankiewicz (Hus); 3. Jimmy Ford (Hon); 4. James Hern (KTM); 5. Albert Chuppa (Hus).

S/SR: 1. Harry Greenlee (Hon); 2. Jeff Smith (C-A); 3. Robert Caplinger (C-A); 4. Charles Galbraith (Hus); 5. Ronald Rose (Yam).

4/S: 1. Scott Summers (Hon); 2. Tom Buckles (Hus); 3. Carey Stump (C-A).

OPEN B: 1. Kevin Condon (KTM); 2. Scott Taylor (Yam); 3. Paul Nichels (C-A); 4. Mike Burchart (Hon); 5. Wayne Halicoate (Hus).

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PHOTO BY BERT SHEPARD

Duke and Bee Gee Pennell were presented the AMA's prestigious Dud Perkins Award in a special ceremony conducted at the Mansfield (Ohio) Holiday Inn on Saturday night, August 1, in conjunction with the Mid-Ohio round of the Camel Pro Series. The Pennells were honored for their outstanding contributions to the sport of motorcycling. Duke and Bee Gee have served as race officials for approximately 40 years. Bee Gee recently retired from the AMA but continues to serve in the field as a volunteer.

Wind

Continued from page 2)

on June 26. Ellis, a former dirt track racer who won Regional Championship titles in the mid-70s, was a Yamaha dealer. He continued his racing career, winning National titles in ATV ice racing from 1983 to 1986. Ellis is survived by his wife Terrie and his parents, Red and Jo Ellis. Regrets may be sent to 7700-70th Ave., Kenosha, WI 53142.

Ken "Mr. Steel Shoe" Maely will be in China from August 15 through September 15, serving as an engineering consultant for a Chinese motorcycle manufacturer. Maely tells us that no steel shoes will be made during that period and there will be no speedway practice at the Maely Ranch in Corona, California, while he's gone.

NAMED: Hook Taylor, as marketing manager for Smith Goggle; Taylor, an avid dirt rider with 15 years of sports marketing and sales experience, will be responsible for motorcycle product marketing programs; sales manager Dick Kryder will concentrate his efforts on domestic and foreign sales, advertising and long term direction of the motorcycle division at Smith.

Former World Champion road racer Rod Gould has been given a one-year suspended jail sentence in England for the theft of Mike Hailwood's legendary 250cc six-cylinder Honda GP road racer. The 1970 250cc title holder pleaded guilty to stealing the Honda after removing it from display in the motorcycle shop he owned in partnership with Hailwood. Gould, 44, sold the bike to a Dutch collector after Hailwood's death in a car accident in March 1981. The dealership has since folded. Ownership of the bike passed to Hailwood's widow after his death and she is now trying to recover it from Holland.

Although they compete in a season-long National Championship Series, AMA Professional Hillclimb National Champions are determined in a single event each year. The August 2 Jefferson (Pennsylvania) Hillclimb was the event this year and Steve Krauter (Tri) won the 500cc title and James Clark (BSA) the 750cc title.

Dunlop Tire Corporation has announced that 1988 Honda CR125R, CR250R and CR500R motocrossers will feature Dunlop tires as exclusive original equipment. Honda CR models sold in the U.S. and Australia will be fitted with K490 front tires and K595 rear tires. Honda CR models sold in Canada and Europe will be fitted with K990 tires front and rear.

Francis and Melissa Mings, owners of Fremont Yamaha in Fremont, California, were killed in a private plane crash Friday, July 31, while en route from Columbia, California to Fremont. Memorial services for the Mings, who were well-known among the northern California motorcycle racing fraternity, were scheduled for Wednesday, August 5, in the Chapel of the Roses in Fremont.

The promoters at New Berlin, New York's Unadilla Valley Sports Center have asked us to remind everyone who plans to attend the September 13 Motocross des Nations that the following will not be allowed on the "entire" grounds: alcoholic beverages, scaffolding, glass containers of any kind, fireworks, or off-road vehicles.

Danforth bill attacks "killer motorcycles"

U.S. Senator John C. Danforth (R-Missouri) introduced a bill July 23 which would, "limit the power and speed of superbikes sold for street use in this country." The measure, S1536, would effectively legislate superbikes out of existence by forcing manufacturers to comply with new, yet-to-be-established government standards. Danforth's bill seeks to decrease the rate of acceleration and establish a maximum horsepower-to-weight ratio for all high-performance motorcycles sold in the United States. A statement by Danforth and the complete text of the bill follow . . . Editor.

STATEMENT OF SENATOR JOHN C. DANFORTH ON THE INTRODUCTION OF THE "MOTORYCLE SAFETY ACT OF 1987"

"Mr. President, in 1984, the Japanese began selling what can only be described as 'killer motorcycles' in this country. These are racing bikes that were developed for use on a track but they are being driven on our streets. From a dead stop, one of these 'superbikes' can accelerate to 60 mph by the time it reaches the other side of a city intersection. It takes one of these killer cycles 2.7 seconds to reach this speed. Top speeds for these bikes range up to 162 mph. Some of these 400- to 600-pound motorcycles have well over 100 horsepower. For comparison, a four-cylinder Chevrolet Celebrity weighs 2705 pounds and has 98 horsepower. A four-cylinder Ford Taurus weighing 2886 pounds has only 98 horsepower.

"Mr. President, the marketing of these killer cycles is a lesson in corporate irresponsibility. They are made by Japanese manufacturers under names such as the Kawasaki Ninja, Honda Hurricane, Suzuki GSXR, and Yamaha FZ. The advertising is directed at teenage males. A typical one is Honda's slogan — 'Zero to 55 mph faster than you can read this.'

"Mr. President, the combination of these racing machines and young, inexperienced riders is deadly. In southern California, young riders are racing superbikes on the public streets. Down a narrow, twisting canyon road such as Mulholland Drive near Los Angeles, packs of six or more riders fight for position in the left lane. These riders frequently run head on into oncoming traffic. The police do not chase these killer cycles for fear of crashing their patrol cars or motorcycles. Unfortunately, this problem is spreading to other areas, particularly military bases. For example, in November 1986, near the Orlando, Florida, Naval Training Center, a speeding cyclist killed two teenagers.

Mr. President, this problem is particularly galling because the Japanese have virtually banned the sale of these killer cycles in their own country because of safety concerns. According to the Insurance Institute for Highway Safety, in Japan it is virtually impossible to get a license to operate a motorcycle with more than a 400 cubic centimeter (cc) engine. Only one in 20 of the applicants who pay an expensive application fee manages to get a license. In addition, the Japanese manufacturers have an unwritten agreement with the Japanese government not to sell any motorcycle with over 750cc[s] in Japan.

Mr. President, this is analogous to selling Indy racers to teenagers barely old enough to have a license and then turning them loose on the public streets to 'play.' Law enforcement cannot stop these killer cycles; they are too fast. There is only one way to stop them and that is to limit the power and speed of superbikes sold for street use in this country.

Mr. President, I am introducing today, the 'Motorcycle Safety Act of 1987,' to end this danger. It would require the Secretary of Transportation to develop safety standards that will eliminate the hazards of these killer cycles. My bill would require the Secretary to examine a series of limitations on this new breed of racing-type motorcycle. One limit that must be considered is acceleration. Zero to 60 in 2.7 seconds on city streets is too dangerous. The bill would also require consideration of limits on the weight-to-horsepower ratios of superbikes.

"Finally, my bill would require the Secretary of Commerce to report to Congress on the extent to which foreign manufacturers are restricted by their governments from selling motorcycles in their home countries which they are selling in our country. Mr. President, I ask unanimous consent that this bill be printed in the Congressional Record.

Mr. President, I urge my colleagues to support this legislation. The public safety cannot tolerate the continued use of 'rockets' on our public streets."

IN THE SENATE OF THE UNITED STATES

MR. DANFORTH introduced the following Bill; which was read twice and referred to the Committee.

A BILL

To require the Secretary of Transportation to promulgate rules regarding the safe operation of certain rapid-acceleration motorcycles, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that this act may be cited as the, "Motorcycle Safety Act of 1987."

Sec. 2. The Congress finds that —

(1) In 1985, over 4700 individuals were killed in accidents involving motorcycles; and

(2) In recent years, the competition among certain manufacturers to produce and sell motorcycles equipped with high-powered engines and engineered and designed to enable such motorcycles to be capable of rapid acceleration and of achieving maximum speeds of up to 162 mph has posed safety hazards to the operators of such motorcycles and other individuals while such motorcycles are used on public highways, roads, and streets and in other public areas.

Sec. 3. Part A of Title I of the National Traffic and Motor Vehicle Safety act of 1966 (15 U.S.C. 1391 et seq.) is amended by adding at the end the following:

"Sec. 126. (a) The Secretary shall initiate (not later than 60 days after the date of enactment of the Motorcycle Safety Act of 1987) and complete (not later than one year after the date of enactment of the Motorcycle Safety Act of 1987) a rulemaking to establish a federal motor vehicle safety standard applicable to any motorcycle equipped with a high-powered engine and engineered and designed to enable such motorcycle to be capable of rapid

acceleration and of achieving maximum speeds of up to 162 mph. Notwithstanding section 103 (f) (3) of this Act, it shall be the purpose of such rulemaking to eliminate, to the extent possible, the hazards posed to operators of such motorcycles and other individuals while such motorcycles are used on public highways, roads, and streets, and in other public areas.

"(b) In promulgating a rule under subsection (a) of this section, the Secretary shall consider, among other methods —

"(1) The establishment of a maximum achievable rate of acceleration for such motorcycles; and

"(2) The establishment of a maximum horsepower-to-weight ratio for such motorcycles.

"(c) Rules promulgated under subsection (1) of this section shall apply to any such motorcycle offered for sale or sold on or after July 23, 1987."

Sec. 4. Not later than 60 days after the enactment of this Act, the Secretary of Commerce shall conduct a study as to the extent to which, if any, foreign countries impose safety-related restrictions on the manufacture or sale of motorcycles which their manufacturers are attempting to market or are marketing in the United States, and the reasons for the imposition of such restrictions. The Secretary of Commerce shall transmit the results of such study to the Congress not later than one year after the date of enactment of this Act.

AMA REACTION

AMA officials described the bill as "vague and overly broad," and promised to closely monitor the progress of the proposed legislation.

"Until the language in the Danforth legislation is clarified, (we) remain skeptical of the bill," AMA officials said. "In its present draft, the bill is vague and overly broad in its definition of superbikes.

"The tone of Danforth's introduction and his failure to consult with the motorcycle industry has concerned many in the motorcycle community," said the AMA. "His three page introductory statement refers no fewer than seven times to 'killer cycles.' "

The measure will be heard before the Senate Subcommittee on Surface Transportation sometime after September 8. •

AMA opposes proposed amendments to Clean Air Act

WESTERVILLE, OH, JULY 14

Motorcyclists and the motorcycling industry could be hard hit if current legislation before the U.S. Senate is passed. Senate Resolution Bill 1351 would deliver a staggering blow to the motorcyling industry by limiting the amount of two types of exhaust emissions.

The amendments, sponsored by Senator George Mitchell (D-Maine), would reclassify street motorcycles larger than 280cc as light-duty vehicles, thus requiring them to meet the same federally mandated exhaust emission standards as cars. S1351 would also deeply cut into the levels of hydrocarbons and levels of oxides of nitrogen for light-duty vehicles, including motorcycles.

Mitchell's proposal would cut allowable hydrocarbon emissions from its current eight grams per vehicle mile for motorcycles to 0.25 grams per vehicle mile by 1992. Late model motorcycles are actually much cleaner than current standards because most already meet the more stringent standards in effect in California. Motorcycles sold in California must meet a 2.25-gram-per-mile hydrocarbon limit.

S1351 also proposes that light-duty vehicles, including motorcycles, meet a level of 0.4 for oxides of nitrogen per vehicle mile. There have never been any standards set for oxides of nitrogen emitted by motorcycles.

The AMA opposes these proposed standards for motorcycles for two reasons: the possible dangers and excessive costs. Catalytic converters operate at extremely high temperatures, up to 1800° Fahrenheit. On cars, they can be safely tucked underneath, away from gasoline, clothing and human flesh. Not so on motorcycles. Motorcycles also account for less than one percent of the vehicle miles traveled in this country and less than 1/100th of one percent of the nation's total pollution problem.

The costs for motorcycle manufacturers to comply with these new standards will be staggering. In an already declining market, where marginal companies have already gone under and the major companies are tightening their own belts, a program that will require a huge investment of money just to preserve sales at current levels would be devastating. Harley-Davidson estimates that it will cost in the neighborhood of $1300 per motorcycle to comply with the proposed 1992 standards.

If S1351 is approved, European-based companies such as BMW, Moto Guzzi and Cagiva might abandon the American market altogether. Even the Japanese manufacturers could decide that there are more profits to be made in automobiles, airplanes and musical instruments. The shrinking list of motorcycle manufacturers could get much, much shorter.

The bill is currently before the Senate Environment & Public Works Committee where it will be heard before August 7. All riders are encouraged to write or call members of the committee and voice their opposition to S1351. If this legislation passes, not only will motorcyclists be forced to pay more for a motorcycle, but it's possible they will no longer have the choice they once had.

Members of the Senate Environment & Public Works Committee can be reached at 458 Dirksen Senate Office Building, Washington, DC 20510-6175 or by calling 202/224-3121. Senators serving on this committee are Mitchell, Chairman Quentin Burdick (D-North Dakota), Max Baucus (D-Montana), John B. Breaux (D-Louisiana), John H. Chafee (R-Rhode Island), David Durenberger (R-Minnesota), Bob Graham (D-Florida), Frank Lautenberg (D-New Jersey), Barbara Mikulski (D-Maryland), Daniel Patrick Moynihan (D-New York), Larry Pressler (R-South Dakota), Harry Reid (D-Nevada), Alan K. Simpson (R-Wyoming), Robert T. Stafford (V-Vermont), Steven D. Symms (R-Idaho) and John W. Warner (R-Virginia). •

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Ron Lechien won the first 500cc moto and settled for second place in round two for the overall, ending Johnson's three-race win streak.

Jeff Stanton (56) leads Rick Johnson (2). Stanton crashed in the first moto for an eighth, then came back for a fifth in the second moto.

Rick Ryan (12) crashed while leading the second 125cc moto. Here he picks back up but not before George Holland (7) passes by.

AMA National Championship 125/500cc MX Series: Rounds 10/4

Holland, Lechien storm Binghampton

By Kit Palmer

BINGHAMPTON, N.Y., AUG. 2

Team Kawasaki's Ron Lechien and Jeff Ward ganged up on Team Honda's Rick Johnson and ended Johnson's win streak in the 500cc National series. Lechien wrapped up the overall victory, via a 1-2 tally, while his teammate, Ward, collected a 3-1 score for second overall. Johnson, who said afterwards, "I just couldn't get my act together, today," claimed third overall with a 2-3 score. Ward was almost assured the overall victory, but suffered a flat rear tire while leading the first moto and ruined his chances.

In the 125cc class, Suzuki's George Holland captured the victory after placing second in the first moto and plainly outriding defending National 125cc Champion, Honda's Micky Dymond to win the deciding second moto. Third went to last year's 125cc Binghampton winner, Kawasaki's Eddie Warren.

It all happened at the Broome-Tioga Sports Center in Whitney Point, a few miles north of Binghampton. The event, sponsored by Suzuki, Coca Cola and Tony D. Motocross Schools, drew, according to promoter Jack Skutnick, a record-breaking crowd at Broome-Tioga, although there was no estimated figure announced or released. The large crowd of spectators witnessed Lechien and Holland fight for their overall victories. With his 1-2 moto finishes, Lechien pocketed $900 from a $14,668 500cc class purse, while Holland collected $408 from the 125cc class, $7332 purse.

500cc National

When the 500cc class lined up for their first moto (following the first 125cc event) the rocky and hilly course was already rutted and extremely slick and muddy following a light rain during the 125cc moto. Just before the gate dropped for the first 500cc moto, it began to rain harder. Despite the wet conditions, 40 riders charged into the first turn, and it was Moto-X Fox/Bell Helmets/Life's a Beach-backed Johnson getting the jump inches ahead of Kawasaki rider, O'Neal USA's Mike Fisher. Hot in Fisher's tracks were Ward, Yamaha's Keith Bowen, JT Racing/Scott USA/Maxima's Lechien and Kawasaki rider Dennis Hawthorne.

A few turns later, both Ward and Lechien slipped past Fisher for second and third. But the green wave didn't end there. By the end of the lap, Johnson, too, fell victim to both Ward and Lechien, while Fisher and Hawthorne followed in fourth and fifth. Trailing the rear of the field was Yamaha rider, and second in the point standings, Jeff Stanton, who crashed a few turns into the race.

By the nine minute mark of the 30-minute, plus-two-lap moto, the top riders had settled into a groove with Ward a few seconds ahead of Lechien, who had a comfortable advantage over Johnson. Fisher maintained control of fourth while Yamaha rider Jim Holley moved into fifth. It was shortly after this point when Lechien gained dramatically on Ward, and while negotiating a tight, left-hand, off-camber turn, Lechien dove to the inside and passed his teammate, who went extremely wide in the turn.

"When I landed off the jump before the turn," said Ward, "I couldn't stop quick enough because my rear tire started going flat. I knew something was wrong, because I wasn't hooking up like I was towards the beginning of the race. Once it went flat, there was nothing I could do."

Lechien quickly pulled out to a comfortable lead on the slick, grooved up track, while Johnson was gaining on Ward's crippled Kawasaki. Twenty minutes into the race, and with the rain nearly stopped, Johnson had caught up to and passed Ward for second. Despite the rear flat tire, Ward maintained a huge advantage over fourth place Fisher. A wide gap separated Fisher from Hawthorne (Holley had dropped out of the race a few laps earlier). In sixth was Kawasaki rider, Hannah Racing Products/Whiskey Pete's Casino-sponsored Tommy Watts, who was being trailed by Bowen. (Bowen had crashed during the second lap and was working his way up through the pack). After Bowen followed Joe Waddington, Mickey Kessler, Andy Stacy and Canada's Allen Dyck.

By the time the two-lap sign had come out, Lechien was cruising way out in front over Johnson, who wasn't gaining any ground on the leader. Ward and Fisher were barely within sight of each other, while Bowen had motored passed the Hawthorne/Watts duel for fifth.

At the checkers, it was Lechien, Johnson, Ward, Fisher, Bowen, Watts, Hawthorne, Stanton and Honda rider Phil Larson.

"I was having a lot of problems," said Johnson. "I had rain in between my tear-offs, so I couldn't see real well. But I was just having troubles with the rain and in the rocks, so I've just got to get my head together and go out and charge in the second moto."

The second moto, however, didn't go any better for Johnson. He jumped to a fourth place start behind Fisher, Ward and Lechien. Hi-Point-sponsored Stanton actually passed Johnson for fourth during the first lap, but Johnson quickly retaliated.

The whole first lap was very intense between the top six positions. Lechien forced his way past Fisher for the lead, then both Ward and Stanton blew by Fisher. After many position changes during the first lap,

the top six heading into lap two were Lechien, Ward, Johnson, Stanton, Watts and Fisher. Bowen was running eighth.

Pretty soon Lechien, Ward and Johnson were clearly ahead of the rest of the pack, and Johnson was pushing Ward in every turn until Johnson stalled his motor. This gave Ward room to breathe, so Ward was able to concentrate on catching Lechien.

Near the 15-minute mark, Ward was just three seconds behind Lechien and gaining. A few laps later, Ward and his Sinisalo/Shoei Helmets/Oakley-backed Kawasaki cleanly slipped by Lechien and started pulling away. But Lechien knew he had the overall in the bag if he stayed where he was, so he let Ward go. This made the top four positions spread out between Ward, Lechien, Johnson and Watts. But Watts was being pressured by Stanton and Bowen.

Bowen was on the move until he had moved his way up to fourth place. By the end of the race, it was Ward, Lechien, Johnson, Bowen and Stanton extremely spread out. The only battle going on was between Watts and Fisher. Ward went on to win easily over Lechien, but it was Lechien taking the overall, with his 1-2 topping Ward's 3-1. Fifth in the moto went to Stanton followed by Fisher, Watts, Honda rider Ray Sommo and Tom Carson.

125cc National

The 125cc class featured the closest racing of the day. A rider jumping the gate forced a restart in the first moto after Honda-mounted Ricky Ryan had nailed the holeshot and led for a lap, while Suzuki's Erik Kehoe crashed.

"In the third turn," said Kehoe, "some guy crashed right in front of me, and I landed right on top of him. Then someone hit my bike and bent my handlebars. So I thought it was all over for this moto, but we had the restart. I quickly ran into the pits and changed handlebars."

About 15 minutes later, the restart saw Cooper take the holeshot on his FMF Honda, but he was cut off by Holland and Yamaha's Jeff Leisk. It was a mean dogfight for positions during the first lap in which Holland was leading. He was being closely chased by Leisk, Cooper, Dymond, Yamaha rider Scott Brown and Ryan.

But during the second lap while trying to pass Holland in a tight left-hand turn, Leisk went over the handlebars and remounted in 19th. This gave second place to Cooper, who was holding off Dymond's Hondaline-backed CR. Brown was running fourth ahead of Ryan, Honda rider Fred Andrews, Larry Brooks and Kehoe.

Ryan, on his Pro Circuit CR, was on the gas and had passed Brown going into lap three, while Dymond was setting up Holland. During the third lap, Dymond cut to the inside down a long downhill section and stuffed Holland at the bottom right-hand turn, forcing Holland over the berm. Holland and his Hallman Racing-sponsored Suzuki maintained second, but Cooper and Ryan had closed in. By the 12-minute point, Dymond had already pulled away from Holland, while Ryan was working on Cooper for third. Two laps later, Ryan motored past Cooper and tried setting his sights on Holland, who was a few seconds ahead of Ryan. Back in fifth, Kehoe was chasing Cooper, while Andrews looked on. However, two laps later (18 minutes into the race) Kehoe began dropping off the pace with a flat tire.

"I was coming in all the corners and I thought it was getting real slippery or something. Then coming down the downhill, I glanced down and I could see my tire wobbling on the rim. I then backed it down, so I could just finish. I didn't want the tire coming off the rim. The track was hard enough to ride with good tires."

From that point on, Kehoe dropped further and further back.

Near the end of the moto, Dymond enjoyed a comfortable lead, while the only real dice going on was for second between Holland and Ryan. A ways back followed Cooper then Andrews and Warren.

Dymond easily took the win, while Holland barely managed to hold back Ryan for second. Cooper took fourth followed by Andrews, Warren, Honda rider Brooks, Kawasaki-mounted Tyson Vohland, local Honda rider Chris Coleman and Leisk.

"I'm glad they had a restart," said Malcolm Smith Products-sponsored Cooper. "I fell on the first lap. In the second start, I got a good jump, but rocky tracks are my downfall. I'm not that fast on the rocks. I'd rather have it dry and dusty."

"The jetting on my bike was a little off," said Holland. "It wouldn't clean out on top."

In between motos, Holland had his bike rejetted and he found himself leading the start of the second moto ahead of Ryan. Ryan was on the move and passed Holland a few turns into the race. In third was Dymond followed by Coleman, Cooper, Warren, Brooks, Suzuki's Donny Schmit and Kawasaki's Bader Manneh.

By the end of the first lap, Ryan had built a three-second lead on Holland, who was busy trying to keep Dymond at bay. Warren was holding off Brooks (who was riding with a broken collarbone), Cooper and Leisk.

Eight minutes into the moto, while cruising ahead of Holland and Dymond, Ryan crashed when he got crossed up in some slick, deep-groove ruts heading into a turn. "The crash knocked the wind out of me and George got back by me, and Micky almost did."

Ryan just did stay ahead of Dymond, and once he had regrouped, Ryan started closing in on the new leader, Holland. A lap-and-a-half later, Ryan eyed Holland on the downhill and stuffed Holland at the bottom, retaking the lead.

"In the long downhill," said Ryan, "I went down faster than George and took the inside line, and kind of took his line away."

It was a short-lived lead, however, as Holland blasted back into the number-one spot a lap later. "I started pulling away from him (Holland) again," said Ryan, "but I got a flat tire."

This immediately dropped Ryan to the rear of the pack, while Holland found himself with the lead, a few seconds ahead of Dymond.

Meanwhile, Kehoe had suffered his second flat tire of the day and dropped to the back of the pack.

At the 20-minute point, it was obvious it was going to be a Holland/Dymond duel right down to the finish, a fight for the overall win, while Leisk held control of third over Warren, Brooks, Cooper and Suzuki's Ronnie Tichenor.

As the race drew nearer to a close, Holland was maintaining a two- to three-second lead on Dymond. Holland was riding fast and smooth, forcing Dymond to push a little too hard. Three laps from the finish, the duel ended when Dymond crashed over a jump.

Team Suzuki's George Holland won his third 125cc National of the year at Binghampton. He's moved back up to second in the point standings.

"I was waiting until the end of the race to try and pass him," said Dymond. "Instead, I went down. I lost a little bit of traction going into the ruts on the jump, and I got sideways. My front tire hit one rut and my back tire hit another rut — I was just screwed up. When I got into the air, it was over. I just had to figure out where I was going to land."

Dymond remounted in third, inches ahead of Warren, but couldn't hold Warren back. Warren took advantage of a stunned Dymond and slipped into third.

With two laps to go, Holland raced by the mechanics area and got the news that Dymond had crashed. "I came by and saw all the Suzuki guys waving their arms up in the air showing me I had a big lead," said Holland. "My pit board read '+13' (meaning Holland held a 13-second lead), but I got a flat tire. I was a little worried there."

Even with the flat tire, Holland had built up enough of a cushion to win the moto and take the overall. "He (Dymond) was pretty close," said Holland. "Then I started to pull away from him a little, but I felt good and strong, and I wasn't getting tired at all. I knew I could keep the pace the whole moto, so I was thinking I had him."

"I'd like to thank Ray, my mechanic, because he did a lot of work on my Suzuki in between motos. It was a whole different bike after the first moto," said Holland.

Leisk wound up taking second in the moto followed by Warren, Dymond, Brooks, Cooper, Tichenor, Manneh and Coleman. Shaun Kalos rounded out the top 10.

"My points are still good," said Dymond, "and with that, I could maybe win the Championship next week (Troy, Ohio), then all this stress will disappear. Hopefully, I'll win the next one and get it over with." ●

Results

500 NATIONAL: 1. Ron Lechien (Kaw) 1-2; 2. Jeff Ward (Kaw) 3-1; 3. Rick Johnson (Hon) 2-3; 4. Keith Bowen (Yam) 5-4; 5. Mike Fisher (Kaw) 4-6; 6. Jeff Stanton (Yam) 8-5; 7. Tommy Watts (Kaw) 7-7; 8. Dennis Hawthorne (Kaw) 6-10; 9. Tom Carson (Hon) 10-9; 10. Ray Sommo (Hon) 14-8; 11. Andy Stacy (Hon) 11-11; 12. Mickey Kessler (Kaw) 17-12; 13. Phil Larson 9-32; 14. Clifford Walker (Kaw) 18-13; 15. Doug O'Donnell (Hon) 12-36; 16. David Hand (Hon) 16-18; 17. David McLean (Hon) 13-33; 18. Joe Waddington (Hon) 34-14; 19. Jim Kapitan (Hon) 21-15; 20. Mike Harneden (KTM) 15-24.

125 NATIONAL: 1. George Holland (Suz) 2-1; 2. Micky Dymond (Hon) 1-4; 3. Eddie Warren (Kaw) 5-3; 4. Jeff Leisk (Yam) 10-2; 5. Guy Cooper (Hon) 4-6; 6. Larry Brooks (Hon) 7-5; 7. Fred Andrews (Hon) 5-11; 8. Ronnie Tichenor (Suz) 11-7; 9. Chris Coleman (Hon) 9-9; 10. Bader Manneh (Kaw) 13-8; 11. Rick Ryan (Hon) 3-0; 12. Carlo Coen (Hon) 12-14; 13. Shaun Kalos (Yam) 18-10; 14. Tyson Vohland (Kaw) 8-0; 15. Scott Brown (Yam) 17-13; 16. Keith Turpin (Suz) DNF-12; 17. Michael Jones (Yam) 15-19; 18. Mike Healey (Cag) 14-DNF; 19. Donny Schmit (Suz) 0-16; 20. Todd DeHoop (Yam) 22-16.

AMA NATIONAL CHAMPIONSHIP 500cc MX SERIES POINT STANDINGS: 1. Rick Johnson (189); 2. Jeff Stanton (147); 3. Mike Fisher (131); 4. Jeff Ward (114); 5. Tommy Watts (100); 6. Dennis Hawthorne (95); 7. Ron Lechien (89); 8. Jim Holley (77); 9. Jeff Hicks (67); 10. Tom Carson (65).

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES POINT STANDINGS: 1. Micky Dymond (409); 2. George Holland (354); 3. Jeff Leisk (340); 4. Guy Cooper (336); 5. Larry Brooks (307); 6. Rick Ryan (294); 7. Erik Kehoe (282); 8. Donny Schmit (255); 9. Eddie Warren (227); 10. Fred Andrews (196).

Kawasaki-mounted Kurt Nicoll scored his first-ever World Championship Grand Prix win at the Dutch 500cc GP in Heerlen.

American Billy Liles of Georgia rode his Kawasaki to 10-9 finishes to garner 10th overall. Liles is 12th in the standings with 69 points.

World Championship 500cc MX Series: Round 9

Nicoll scores Dutch GP win

By Alex Hodgkinson

HEERLEN, HOLLAND, JULY 19

One week after his first-ever GP moto victory, 22-year-old Kawasaki works rider Kurt Nicoll scored his first-ever GP overall win with two second places at the Dutch 500cc GP to move ahead of the defending Champion David Thorpe with three GPs still to ride. It is just 18 years since Kurt's father Dave won the Luxembourg GP on a BSA; this was to be the final World Championship event to be won on a four-stroke.

But even a continuation of this form is unlikely to keep the world title in Britain as Georges Jobe, winner of the second moto in Holland on the way to second overall, leads the title chase by 66 points.

Sole American Billy Liles ended a fairly barren spell points-wise in the midseason races by posting 10-9 finishes for 10th on the day; the Georgian is now 12th in the standings.

After making fastest time in training, Liles found himself joining most of the pack in being forced to go the wrong direction in the tight off-cambered right-hander which followed the sweeping left off the gate.

The Italian Gaspardone was the man responsible for taking the pack out, as he struggled to make the turn and only a handful of riders led by Jacky Martens, Claudio De Carli, Kurt Ljungqvist and Andre Vromans slipped through tight on the inside from the fast gaters.

Romano Nannini went down and took Kees Van der Ven with him whilst Heinz Kinigadner got tangled with Jobe. The Austrian gave up at halfway when in a hopeless 28th after a stop to straighten the bars, the home favorite was an unrewarding 17th at the checkered flag, and even the title leader had to wait for the final quarter of the race before making much headway on the tight, twisting track after completing the first lap 14th.

After yet another terrible start, Nicoll had used the chaos to good effect to exit in turn two in 10th place, and, sixth the first time past the lap scorers, he picked off the other leaderboard men at the rate of one a lap until he was second to the vanishing Martens.

While De Carli held up the rest, the Belgian had opened up a 10 second lead and even Nicoll could close it only fractionally before settling for second place in the final laps.

It was half an hour before the works Yamahas of Leif Persson and Ljungqvist found a way around the by-then tiring Italian, and at one stage, the Swede got away from his Finnish teammate. Despite pain from the right knee which he had injured one week earlier in England, Ljungqvist gritted his teeth in the final two laps, however, reeled in Persson and powered around him in a turn halfway around the final lap for third.

Twelfth on lap one, Liles was soon behind Vromans and Dirck Gedukens in a battle for sixth, but all three fell quickly to a charging Jobe on the half hour and Jobe also moved clear to displace De Carli on the penultimate lap. Liles lost a place to the Frenchman Yves Gervaise on the final lap.

Twenty-third in timed training after taking a pain-killing injection had no worthwhile effect, Thorpe was never much higher in the race before disappearing into the riders' park at half distance. "I tried a double dose for the race but it was no better. I had felt no pain after a cortisone injection in England, but, with the title effectively out of my reach, I did not want to use that again. There is no point in racing the second moto, but I will now rest until the Belgian GP in Namur and see if I can salvage something from the season there."

The second race got underway without the chaotic scenes in the second turn and with all of the fastest riders near to the front, there were few changes of positions as the sweltering heat and dust turned the race into a battle of survival.

Jobe and Nicoll, finally getting away well, displaced the fast-gating Persson on the third and fifth laps, respectively, to leave the Swede a lonely third to the flag. Throughout the race the Englishman tracked his great rival but he could never mount a serious challenge for the lead. "I just could not see anywhere on the track where I could have tried to pass Georges without there being the danger of us both going down. After so many near misses, I was determined to make sure of that first GP win. It has been a psychological barrier; now I feel free to go for every point in the final three GPs," said Nicoll.

Jobe refuses to accept that the crown is his yet. "No one is champion until he has a larger points lead than the number available to any of his rivals. I learned that the hard way against (Neil) Hudson and (Danny) LaPorte in the 250cc GPs!"

Leaderboard changes were few as Geukens and Jo Martens detached themselves from the chasing group for fourth and fifth.

Tenth on lap one, Liles had slipped to 12th after a quarter of an hour and his eventual ninth came courtesy of retirements for Jacky Martens with a fractured radiator hose and Kinigadner with a flat rear tire. ●

Results

1. Kurt Nicoll (Kaw) 2-2; 2. Georges Jobe (Hon) 5-1; 3. Leif Persson (Yam) 4-3; 4. Kurt Ljungqvist (Yam) 3-6; 5. Dirk Geukens (Hon) 7-4; 6. Jacky Martens (KTM) 1-DNF; 7. Claudio De Carli (Hon) 6-10; 8. Jo Martens (Kaw) 12-5; 9. Laurence Spence (Kaw) 11-7; 10. Billy Liles (Kaw) 10-9; 11. Kees Van der Van (KTM) 17-8; 12. Andre Vromans (Kaw) 8-DNF: 13. Yves Gervaise (KTM) 9-DNF; 14. Gerard Rond (Kaw) 14-12; 15. Eteinne Jaemers (Yam) DNF-11.

STANDINGS AFTER 9 GPS: 1. Jobe 260; 2. Nicoll 194; 3. David Thorpe (Hon) 165; 4. Ljungqvist 157; 5. Van der Ven 148; 6. Persson 128; 7. Jacky Martens/Hakan Carlqvist (Kaw) 102; 9. Heinz Kinigadner (KTM) 89; 10. De Carli 86; 11. Joe Martens 83; 12. Liles 69; 13. Romano Nannini (KTM) 68; 14. Mervyn Anstie (KTM) 64; 15. Gedukens (60).

PHOTO BY SCOTT DALOISIO

Kevin Krugh won the Handicap main event at Costa Mesa.

Costa Mesa Speedway wins to Schwartz, Krugh

By Scott Daloisio

COSTA MESA, CA, JULY 24

The phenomenal year of Bobby Schwartz carried on Friday evening before more than 4000 fans at the Orange County Fairgrounds. For the eighth time in 1987, Schwartz reigned supreme over the competition at the beach area oval.

It was the beginning of the second half of the year at Costa Mesa. The previous week the track was dark due to the Orange County Fair but Schwartz won the National Championship Qualifier at Long Beach. After a second place finish to Brad Oxley in their Scratch heat, Schwartz got rolling in the semi and won over Louis Kossuth, Lance King and Alan Christian.

Steve Lucero started on the pole for the Scratch main, but Schwartz, off gate two, rocketed into the lead on the start. Lucero gave Schwartz a tap in turn one but from that point on nobody could get near the Budweiser/Silkolene/C.T.I. Brace/Oakley/Justice Brothers Weslake rider.

Pfetzing got as far as turn three before taking a soil sample. Kossuth got a Scratch ride due to rider injuries and he made the best of it. He went after Lucero early and put on a battle for second spot but in the end, Lucero held him off. The win went to Schwartz by about 20 feet over Lucero and Kossuth. Pfetzing had picked his bike up and finished a half lap behind.

Kevin Krugh won his first main event of the 1987 season in the Handicap portion of the program. The Jawa jockey finished second to Greg Hancock in their qualifying race but he won his heat. A third in his semi bought his ticket into the eight-lap main.

Krugh, alone on the 20, had the K&L Electric/Lisa/AWE/Mom & Dad/Cody/Z machine in the initial lead and it was his to blow or take advantage of. He led the first three laps with no problem but a red flag came out when Pfetzing, again, went down in turn three and Phil Collins had to lay it down.

During the red flag period, Scotty Brown's Jawa caught fire. Brown shut off the motor and then blew the fire out. Officials were ready to restart the event without Pfetzing and Collins but they both burst through the pit gate, much to the delight of the fans, before their two minutes were up.

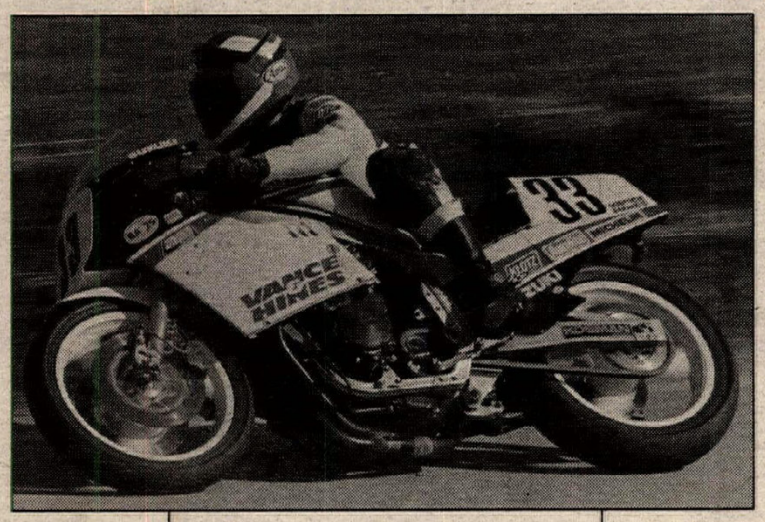
Krugh and Tuff McBride were off the 10 for the restart and Krugh again seized the lead over McBride. Brown

(Continued to page 21)

VANCE & HINES MOTORCYCLE CENTERS

HERALD

GSX-R SERIES: ROUND 6 AT WILLOW SPRINGS



So. California—*GSX-R racing continues at Willow Springs August 15–16 for round six with AFM (South) sanctioning and sponsorship by Vance & Hines Motorcycle Centers. National Series finals are Oct. 9–11 at Riverside Raceway.*

This year, total series contingencies for all regions combined will far exceed the $285,000 posted in 1986. Nationally, hundreds of riders are expected to participate and thousands of spectators will attend. According to industry experts, the GSX-R series represents "revitalized racing at the grassroots level." Attendance for 1987 series is predicted to well surpass 1986.

"We're sponsoring this event because we strongly believe that racing enhances the sport," Terry Vance, Vance & Hines Motorcycle Centers president, said. "This is one area that allows privateers the chance to compete against each other equally and responsibly…it all comes down to skill, both riding and mechanical."

VANCE & HINES RAISES THE STAKES

Vance announced a new contingency program for riders in both 750 and 1100 (open) classes: $50 for first and $25 each for second and third. Riders must display Vance & Hines decals on both sides of the fairing and use Vance & Hines advance units, brake lines, batteries, brake pads or clutch kits. Decals will be available at sign-up. (Winners in both classes at the Riverside finals will receive $250, $150 and $100 for the top three slots.)

"By upping the stakes and posting contingency funds at Willow Springs, we're demonstrating our total commitment to riders and their machines," Vance added. "I believe that whether a person races or not, they still want a bike to run the way it was supposed to run."

VANCE & HINES FOR ALL RIDERS

According to Vance, this philosophy is the foundation behind Vance & Hines Motorcycle Centers. With Byron Hines, 5-time Motorcycle Mechanic of the Year, Vance opened the fastest growing chain of motorcycle centers specializing in Honda, Kawasaki, Suzuki and Yamaha repairs and servicing.

"We're a complete service and accessories headquarters," Vance emphasized, "offering a personalized brand of service not found anywhere else. Combined with our mechanical expertise and a wide selection of accessories, we're perfect for cruising, touring and high-performance machines." In fact, Vance & Hines specializes in "same-day service," provided an appointment is made.

Hines added, "I want every bike to run just as the factory intended. Our Total Tune-up is guaranteed and your new bike warranty remains in effect. I believe that every bike is really a performance bike: no matter what size it is or its use, you want it to run its best." In response to his own belief, Hines created the most thorough tune-up package available anywhere.

STAY TUNED WITH VANCE & HINES

Whether riders are getting ready for the GSX-R series or tuning up for spring riding, the Vance & Hines Total Tune-up includes • valve adjustment • cam chain adjustment • check compression • change oil and filter • clean or replace air filter • drain float bowls and flush • clean petcock or fuel filter • change shaft drive oils • install new spark plugs • install new points and condensers • set dwell • set timing • adjust clutch • lube and adjust drive chain • check sprocket condition • lube and adjust all cables • check and adjust brakes • check brake fluid • check coolant level • check battery water • check terminals, bulbs and fuses • grease all fittings • synchronize carburetors • set fuel screws • check tire pressure and condition • check suspension • adjust steering stem bearings • tighten all nuts and bolts • test ride.

"That's our Total Tune-up package," Hines explained, "but I want to really emphasize that any personal need or variation is discussed and attended to."

At Vance & Hines, computerized tire balancing (within 1 gram tolerance) is also available as are the latest in tires and accessories. In short, Vance & Hines is the rider's complete motorcycle center.

"In the race program out at Willow Springs," Vance concluded, "we're running an ad with a 10% discount coupon in it (see program for details). We'd like everyone to take advantage of the offer. So come on out to the track and support the sport. The GSX-R series is an exciting opportunity to do just that."

1987 GSX-R SERIES SCHEDULE

WILLOW SPRINGS RACEWAY

Sanctioned by AFM (South)
Gates open at 8 a.m./Finals on Sunday

AUGUST 15-16
SEPTEMBER 19-20

ROUND #5 RESULTS

750 CLASS	1100 CLASS
1ST DOUG POLEN	1ST DOUG POLEN
2ND CHRIS STEWARD	2ND RICHARD MOORE
3RD RICHARD MOORE	3RD MIKE MINNING

NATIONAL FINALS
OCTOBER 9–11
Riverside Raceway

AFM

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(714) 774-1049

TORRANCE
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2466 Sepulveda Blvd.
Torrance, CA 90501
(213) 530-0314

***MONROVIA**
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806 E. Huntington Dr.
Monrovia, CA 91016
(818) 303-6382

LA MIRADA
(Imperial at Valley View)
14232 E. Imperial Hwy.
La Mirada, CA 90638
(213) 946-3459

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Sun Valley, CA 91352
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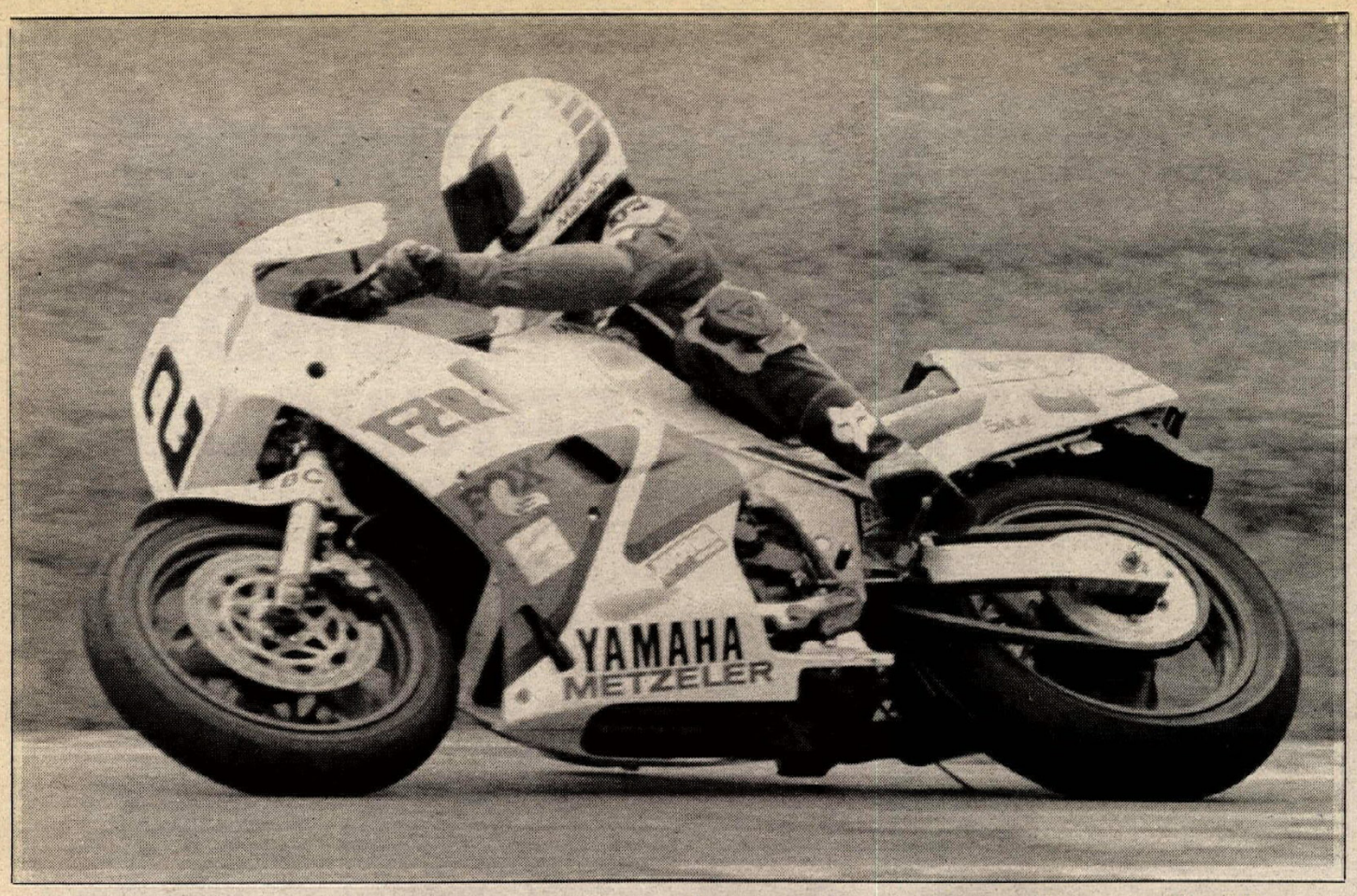
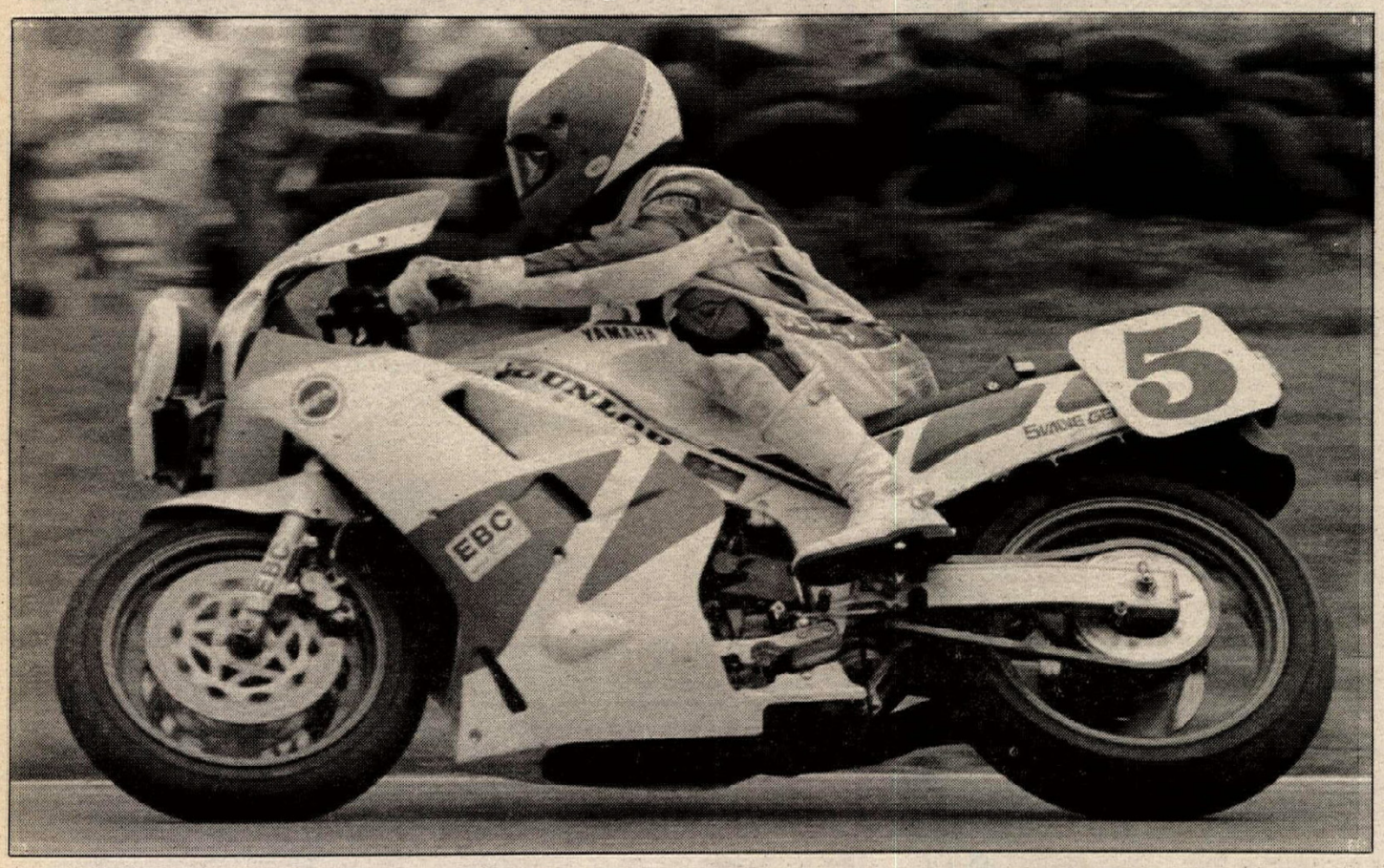


The Human Race Team turned in a record-setting ride to win the 24 Hours of Nelson Endurance Road Race.



Solmax Racing USA finished second overall at Nelson Ledges for the second consecutive year.

WERA/EBC Brakes National Endurance Series: Round 8

Humans win big at Nelson Ledges 24-Hour

By Larry Bell
WARREN, OH, JULY 25-26

The Human Race Team took a quantum leap into the record books by carding a smooth, efficient and almost flawless race in taking the biggest overall win to date in the series, the 19th Annual 24 Hours of Nelson at the Nelson Ledges Road Course.

Team riders Kurt Hall, Andy Fenwick, John Eidenberger, Ben Martinez and Tim Morrisey had the lead for two-thirds of the race on their Metzeler/Fox Racing USA/Marushin/Motul-supported Yamaha FZR1000. The team churned out 1018 laps (2036 miles) on the two-mile course to shatter the existing record by 18 laps. This was despite a brief delay of 40 minutes roughly 40 minutes into the event due to a lightening storm passing through the area.

Solomax USA finished second overall - for the second year in a row - on a Yamaha/Dunlop/EBC/Bell/Tsubaki/Kal-Gard-sponsored Yamaha FZR1000. It's riders, Terry Bailey, Scott Russell, Mark Schledorn, Ronnie Bowen and Jamie James, turned in 1015 laps despite having to perform numerous tire changes.

Genesis Racing pinned its hopes on the new Yokohama radial and came away with a solid third overall, completing a Yamaha FZR1000 sweep of the top three places. Riders Kel Welty, Mark Heiser, Tony DeSimone, Larry Burkholder and Jim Tribou cranked out 1011 laps on the Yamaha/Spectro/Arai/Kayo/Yokohama-supported Yamaha.

The top three came out of the Heavyweight Production ranks and all three bettered the existing lap record with almost sprint race lap times.

Series point leader going into Nelson, Team Suzuki, landed a fourth place finish with their Suzuki/Arai/Bel-Ray/Kerker/Michelin-backed Suzuki GSXR1100 after surviving numerous problems, including a crash by rider Thomas Stevens. Russ Paulk, Jeff James, Mike Harth and Stevens completed 974 laps despite over an hour's worth of down time.

PDQ Racing took the lone Mediumweight into the top five ranks by finishing with 958 laps on a T-C Ent/Iron Pony-sponsored Yamaha FZ600. Riders Tod Poindexter, John Bowles, Steve Cline, Mark Lautzenizer and Keith Wakefield nursed what they called a "junk motor that used a half-quart of oil per hour," to cap a Yamaha roll of four of the top five positions.

In the winner's circle after the race, Human Race Team's Kurt Hall tried to sum up the experience of taking the win after falling short in the previous try.

"I want to thank Zupan (team captain) for great pit stops and Metzeler for the best all-around tire," he said. "For the second year in a row we won our class but this year we finished a little better," he joked in reference to last year's trouble-prone fifth place finish.

"We had zero maintence on the bike," Zupan said. He added that that they only changed tires and brakes despite an early morning crash that cost them a steering damper.

A physically and emotionally drained Terry Bailey of Solmax USA said, "We're really glad it's over. It's was a long one. We had a lot of tire changes and it was almost like a 24-hour sprint race. The competition was the hardest I've ever seen."

Indeed tire wear played a large role in the outcome of the race.

Human Race went with the Metzeler ME1 Komp K and ME33 Komp K; Solmax used the Dunlop 591 (noted as a sprint tire, according to team owner Bowen); Genesis went with the new Yokohama Radial.

Human Race went through three fronts and three rears; Solmax parted company with "about five or six changes"; Genesis' Tribou said, "We ran out of the hard compounds so we had to use the soft ones and had to make an extra tire change. It probably cost us the overall. These are predictable tires."

The top three teams finished only seven laps apart and frequently three or four teams were on the same lap.

The 3:00 p.m. start had Genesis, Human and Suzuki sitting on the front row with storm clouds rolling in to threaten the start.

Suzuki's Russ Paulk, with Michelin slicks, easily took the lead from the start and quickly began slicing through traffic with the others right behind.

But about two-thirds into the hour, heavy rain and lightening moved through the area and track officials stopped the race fearing the riders would become lightening rods.

Suzuki's switch to rain tires hit a snag with the wheel quick release that wouldn't work properly with the new four-piston Lockheed brakes. Suzuki had switched from Spondons to Lockheed on Friday when the Spondons blew away,

according to a team member.

This was a continuation of their problems which started with poor carburetion and climaxed with Steven's crash on the exit of the high-speed carousel. The 1100 reportedly found a false neutral at a point when they were only six laps from third place and gaining ground.

The race was restarted after 40 minutes with the teams gridding in the same positions as the original start.

The first hour of action had Solmax, Human Race, Genesis and Red Stripe - coming from the Middleweight ranks on a Yamaha FZ600 - all on the 35th lap. The top 20 positions were all within three laps.

Human Race began to hit stride in the second hour as they put a lap on the front runners. A see-saw battle would continue into darkness until the teams had to pit for fresh rubber and a switch to lighting.

During one of Solmax's pit stops they had to work on the rear shock and repair a faulty clutch cover gasket, as well as take a look at the rapidly wearing 591 tires.

"These are really impressive tires," Ron Bowen said. "The main problem is they are going to wear faster and you'll probably see us doing quite a few tire changes." He later estimated they changed tires six times during the race.

Genesis' Mark Heiser said the new radials "stick like glue" and noted how the FZRs have so much torque and power that they thought they would have a problem with rear end sliding.

With the top teams running tooth and nail, Team Gamma parlayed good riding into a lead at the end of the 10th hour after working its way up from sixth at the start.

Gamma, coming out of the Heavyweight Super class had its Suzuki GSXR1100, with riders Frank Slaughter, Craig Gaver, Donnie Briggs, Joey Whittington and Jeff Atwell, in a solid lead.

They would lead well into the halfway point of the race only to see the motor blow. The crew worked for one hour and 40 minutes to replace the 1100 with a spare two-year-old 750cc motor. They also swapped tires and brakes, but the downtime was too much to regroup. Despite a motor deficit they still managed a very good eighth overall, third Heavyweight Super with 932 laps.

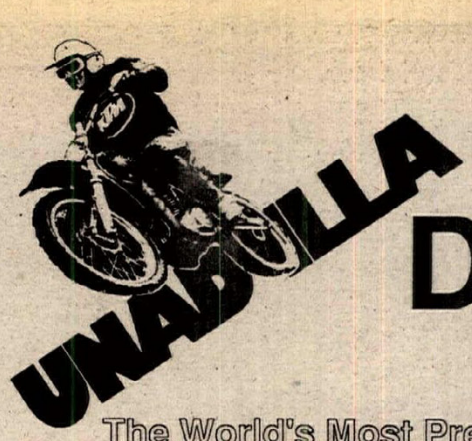
Human Race Team suffered a four-minute setback shortly before 1:00 a.m. when rider John Eidenberger was T-boned, breaking the steering damper. Eidenberger, new to night racing, put the action into perspective when talking about lap times.

"The outside of the carousel is really bumpy," he said. "So you don't try to pass slower riders there. So that determines your lap times if you get caught behind them there."

The carousel is a high-speed right hand arc that dumps the racers onto the very fast back straight which is the set-up to the kink, dog-leg and turn that leads to the front straight. Good lines and drive are essential here.

Solmax was another victim of the Nelson night as they had to pit several times in the early morning because the fairing bracket came off and they almost lost the radiator. And they also had a lighting problem and team members said they lost six minutes due to a tire change. They were still only a couple of minutes off the pace.

Genesis was cranking lap after lap and never wavering from its third or fourth overall standing during the entire night. DeSimone led the team



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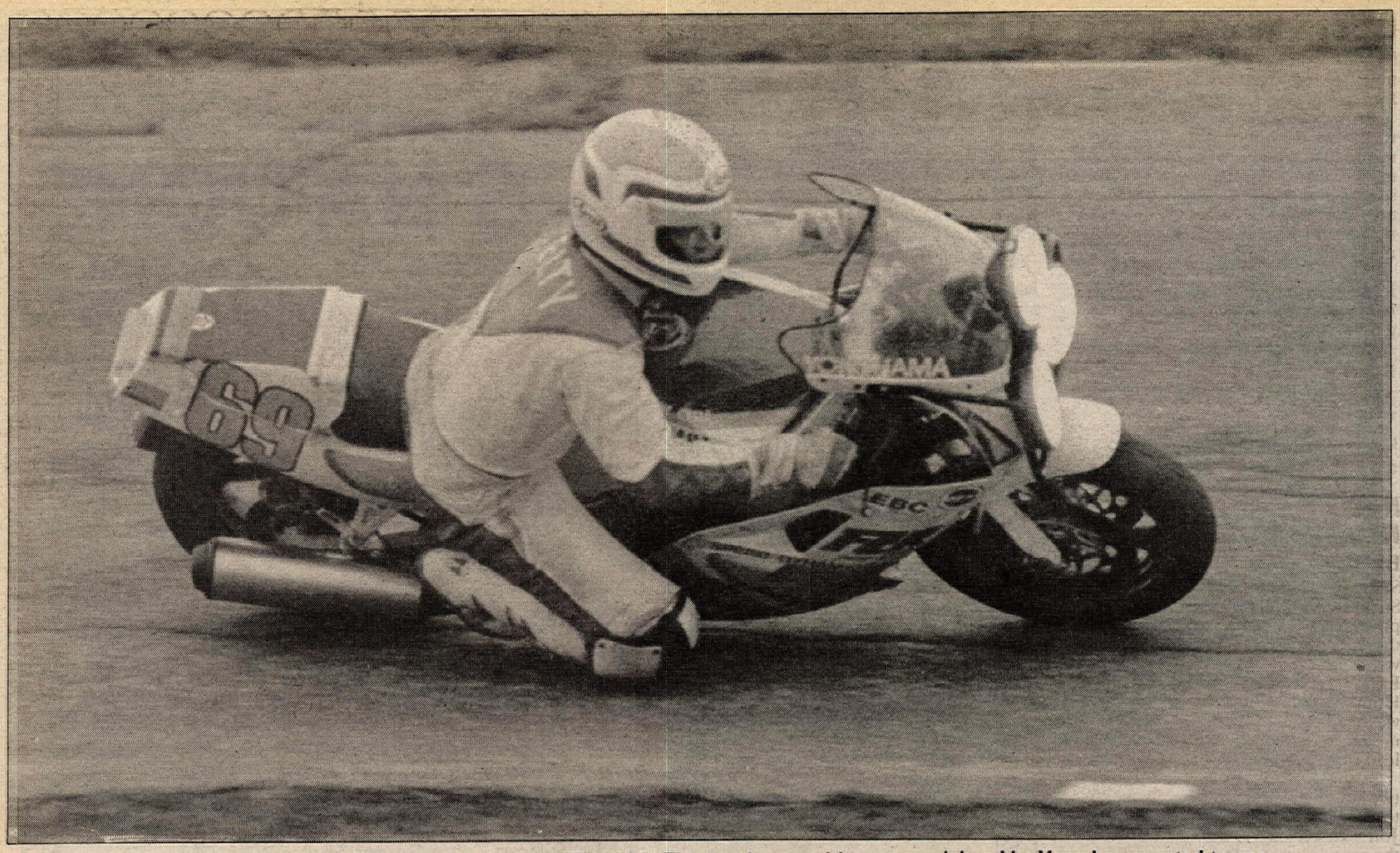
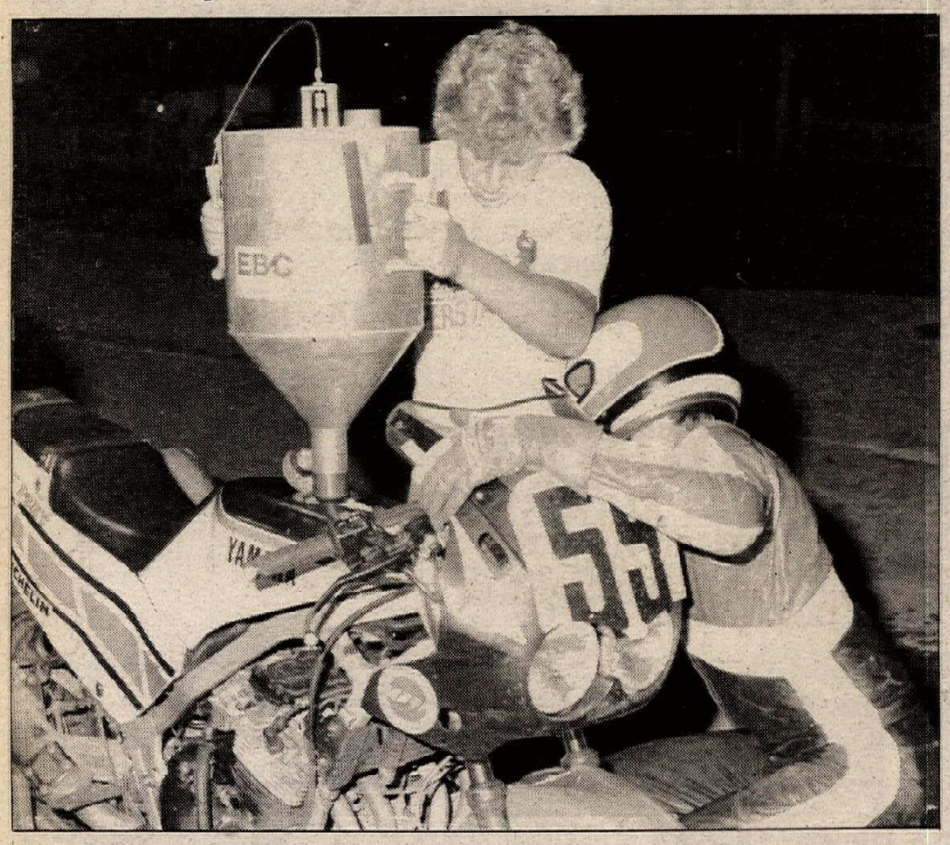


Genesis Racing collected third aboard the team's Yamaha FZR1000. The top three positions were claimed by Yamaha-mounted teams.



PDQ Racing finished fifth overall and topped the Middleweight Production class at Nelson Ledges aboard a Yamaha FZ600.

Members of The Human Race Team pose with their winning Yamaha FZR1000 following the 24 Hours of Nelson.

into full darkness and Heiser was the night favorite. Tribou got the nod to close the race with full throttle.

Human had full control from late Saturday morning on to the end.

This prompted Team Suzuki captain John Ulrich to say (after seeing his team close to within 10 seconds and lose it in Steven's crash in the form of smashed gas tank and master cylinder. "The Human Race Team is tough; they never screw up."

PDQ Racing also took top Mediumweight Production honors on its FZ600. Said team member Bowles, "The back end was really jacked up to get good ground clearance here and that caused the front end to push. We went through three front tires and one rear. All were Michelin Hi-Sports."

Early front runner in class, Red Stripe, also on a 600, ran into trouble at night when they had to replace several batteries and an alternator. "We are using a higher wattage bulb than stock and that drained the system," said one team member. "We just want to survive."

Echo Racing put a lock on 11th overall and first in Mediumweight Superbike with its Honda CBR600 Hurricane. The team was never out of the top eight for the whole race despite a crash by Gene Burcham which busted a steering damper that later resulted in a 20-lap setback following another spill.

"It was a real handful coming out of the staightaway and dogleg," Rick Darling said. "Erick got into a real tank slapper at the end of the straightaway."

Racing Ottaway brought its Suzuki GSXR1100 in seventh overall and second in Heavyweight Superbike despite having the bike run on three-cylinders with a suspected burned valve, numerous other mechanical problems and get offs. Riders Paul Brignell, Frank Dinardo, Dan Witmer and Bugs Green turned in 947 laps.

For the second year in a row the Lightweight class belonged to the privateer effort of Royale Racing and its Yamaha RZ350. Riders Doug Henry, Joe Ardolino, Greg Hansel and Jim Robertson logged 913 laps despite having to perform a motor swap on Sunday; Royale Racing are the defending Lightweight class champions. •

Results

OVERALL: 1. Human Race Team (Yam); 2. Solmax Racing USA (Yam); 3. Genesis Racing (Yam); 4. Team Suzuki (Suz); 5. PDQ Racing (Yam); 6. Echo Racing (Hon); 7. Darotune Racing Ottawa (Suz); 8. Team Gamma (Suz); 9. Team Racerback (Kaw); 10. Royale Racing (Yam).

HW/PROD: 1. Human Race Team (Yam); 2. Solmax Racing USA; 3. Genesis Racing (Yam).

HW/SB: 1. Team Suzuki (Suz); 2. Darotune Racing Ottawa (Suz); 3. Team Gamma (Suz).

MW/SB: 1. Echo Racing (Hon); 2. Team Breeze (Hon); 3. Official's Racing (Yam).

MW/PROD: 1. PDQ Racing (Yam); 2. R&W Racing (Yam); 3. Field's Racing (Kaw).

LW: 1. Royale Racing (Yam); 2. Team Syracuse Cycle (Yam); 3. FBI (Kaw).

Costa Mesa

(Continued from page 17)

took second from McBride on lap four and set his sights on Krugh.

Brown could close coming into the turns but Krugh was pulling everyone off the corners. Christian moved up to challenge Brown for second and that became the best race on the track. Christian kept trying the inside but Brown continually managed to hold him off.

When the checkered flag came out it was Krug by some three bike lengths. Brown, whose tire started going flat with two laps to go, placed second with Christian third.

Results

SCRATCH: 1. Bobby Schwartz (Wes); 2. Steve Lucero (Gdn); 3. Louis Kossuth (Wesz); 4. Rob Pfetzing (Wes).
HDCP: 1. Kevin Krugh (Jaw); 2. Scotty Brown (Jaw); 3. Alan Christian (Wes).
SUP: 1. Don Odom (Wes); 2. Ken Berry (Wes); 3. Shane Diiullo (Wes).

Kuntz clobbers Glen Helen MX

By Terry Whytal

SAN BERNARDINO, CA, JULY 26 Suzuki of Riverside pilot Jim Kuntz powered to an overwhelming win in the 250cc Intermediate race at this week's SMX event at Glen Helen. Except for a first moto holeshot by Honda rider Ulf Johansson, Kuntz was not headed throughout the two motos and opened a commanding lead in each round.

Johnsson finished in the number two slot in the first moto but dropped to third overall as Suzuki-mounted Jon Friesen edged him to third in the second moto.

In the Pro class, Brian Vargus danced his Suzuki to the win over Scott Haydis on a Honda. Haydis reached the checkers first in the opening moto but Vargus charged back to take the second moto and the overall win.

In other amateur action, Tony Qualls took top honors in the 125cc Novice class on his Honda. The young Lancaster resident bested the field in both motos despite a strong second moto challenge from Suzuki pilot Brian Hicks. Hicks finished with a 4-2 score that was good enough for second overall with Marc Matson rounding out the top three.

The Vet Novice race featured the double moto wins of Elliott Iverson. Yamaha-mounted Iverson was challenged by Honda rider Louis Springer in the first moto and Suzuki pilot Sam Lupear in the second. The overall win was Iverson's with Springer having to settle for runner-up honors as Lupear placed third.

Yamaha rider Kevin Mehlbrecht handled the 250cc Beginner challenge with back-to-back wins. The La Habra Yamaha-sponsored rider displayed a command of the tricky Glen Helen course that allowed him to stretch his lead over the class in each round. Chasing Mehlbrecht to the checkers in each moto was Yamaha pilot Craig Carlson with Gary Hollon working his way to third overall on a Suzuki.

Results

PRO: 1. Brian Vargus (Suz); 2. Scott Haydis (Suz).
OPEN INT: 1. Bruce Criswell (Hon).
250 INT: 1. Jim Kuntz (Suz); 2. Jon Friesen (Suz);
125 INT: 1. Ron Mowry (Hon); 2. Scott Burns (Kaw); 3. Mike Otwell (Suz).
OPEN NOV: 1. Eric Wolfe (Hus); 2. Bob McKenzie (Yam); 3. Ron Northrup (Hon).
250 NOV: 1. Will Dickson (Yam); 2. Chris Cadman (Hon); 3. Wolfie Krogman (Hon).
125 NOV: 1. Tony Qualls (Hon); 2. Brian Hicks (Suz); 3. Mark Matson (Hon).
VET NOV: 1. Elliott Iverson (Yam); 2. Louis Springer (Hon); 3. Sam Lupear (Suz).
OPEN BEG: 1. Larry Camomile (Hon); 2. Ron Schwingel (Suz).
250 NOV: 1. Kevin Mehlbrecht (Yam); 2. Craig Carlson (Yam); 3. Gary Hollon (Suz).
125 BEG: 1. David Camolile (Hon); 2. Jeff Jetton (Kaw); 3. Steve Sharp (Hon).
80 NOV: 1. Kevin Shafer (Yam); 2. Ty Hawkins (Suz).
80 BEG: 1. Owen Dickson (Hon); 2. David Clifford (Yam); 3. Jim Fodorovitch (Hon).

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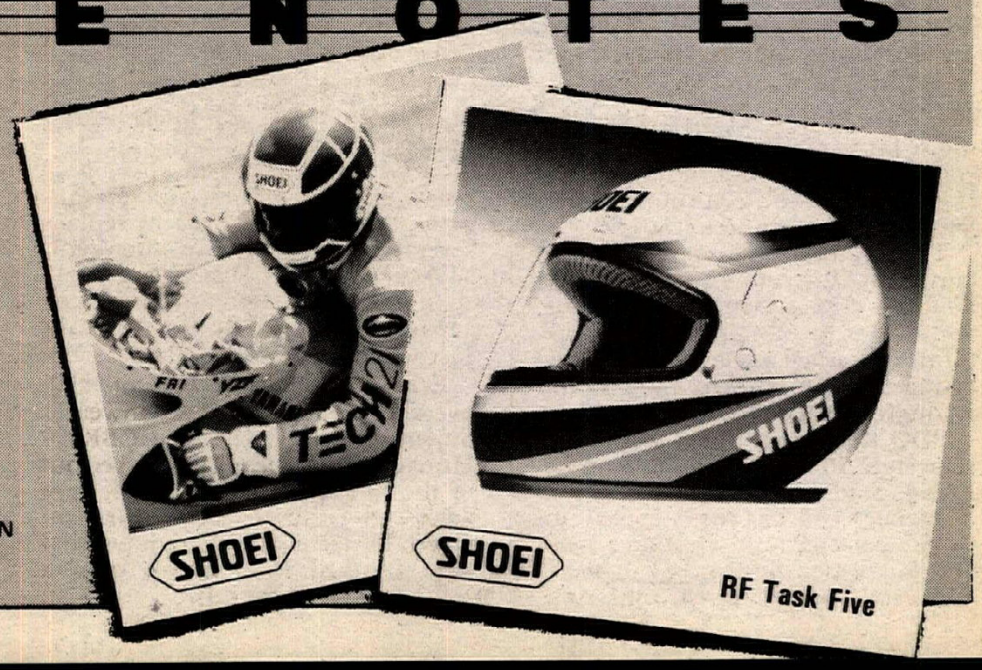

RF Task Five

Kawasaki-mounted Tyson Vohland of California topped all comers during MTGP Ultracross action, held in Los Angeles Memorial Coliseum.

Yamaha rider Doug Dubach collected 23 points to finish second, only two points off Vohland's winning tally of 25 points.

Mickey Thompson's Off-Road Championship Gran Prix Series: Round 7

Vohland victorious at L.A. Ultracross

By Jim Smith
Photos by Beverly Gossman

LOS ANGELES, CA, JULY 25

Kawasaki rider Tyson Vohland, from Sacramento, California, captured top honors inside the Los Angeles Memorial Coliseum after beating Yamaha rider Doug Dubach and Honda-mounted Jon Nelson at the MTGP Ultracross. Vohland, sponsored by Arai Helmets, Scott USA and Hi-Point, collected 25 points, edging Dubach's 23-point tally.

Tonight's 250cc Ultracross consisted of two heats, 16 riders each, with the top 10 finishers of each qualifying for the main. The fastest qualifying times went to Vohland on his Team Green Kawasaki, Dubach, Jeff Matiasevich on a Kawasaki, and Scott Burnworth riding a Honda. These riders were awarded points toward the Ultracross Series Championship.

In heat one the riders lined up on the half-mile-type turn, running the course in the opposite direction as the cars, ATVs, buggies, trucks, wheelbarrows, etc. Shaun Wooten got through the first run ahead of everybody else, followed by Honda-mounted Gary Semics, Vohland and Matiasevich. Marty Smith worked his way up through the traffic, and by the third lap it was Wooten, Vohland, Smith and Matiasevich, with Semics dropping to fifth. It was fairly close, with the second through fifth positions changing every lap. The finish was Wooten, Matiasevich, Smith, Vohland and Semics.

Heat two was a real thriller, especially for those in the crowd who had never seen a motocross before. Dubach quickly got the lead in the first half of lap one, but the real crowd pleaser in this race was Burnworth, as he chewed his way back from a bad start to capture second place. These races were, for the sake of the program, kept short, so it was doubly impressive to see that much passing going on. No one

Kawasaki rider Jeff Matiasevich was one of four fast qualifiers.

was able to stay with Dubach on the big jumps. He consistently sailed a good five feet higher over the heads of the others off the back straight.

The second heat finished with Dubach, followed by Burnworth, Mike Kiedrowski on a Kawasaki, Eddie Hicks, Kawasaki, and in fifth, Rex Staten, riding a Yamaha.

In the main, with a reverse order start for the first six positions, Jon Ortner, out of Carpinteria, California, riding a Honda got the holeshot followed by Russ Wageman (Yamaha), Nelson, Jeff Mabery (Yamaha), Vohland and Dubach. By the end of lap three the order was Wageman, Ortner, Nelson, Vohland and Dubach.

Vohland and Dubach got around Mabery, Nelson and Ortner, and finally caught Wageman, who by this time had stretched out a pretty good-sized lead. These guys were so evenly matched, not to mention close, that it was inevitable that one or the other would go down. The inevitable happened on lap four when Wageman and Dubach embraced handlebars going through "Lovers' Lane," an over-under section at the base of the peristyle jump. Wageman couldn't get his bike started fast enough, and dropped back towards the back of the pack. Vohland now had a pretty fair-sized lead, and Dubach was able to get going quickly enough to keep second place. Dubach really thrilled everyone with his effort to catch up, going even higher off the jumps than before.

It was about this time that Burnworth gave everyone heart palpitations by looping over backward on the big jump on the front straightaway. ●

Results

MAIN: 1. Tyson Vohland (Kaw); 2. Doug Dubach (Yam); 3. Jon Nelson (Hon); 4. Jeff Mabery (Yam); 5. Jon Ornter (Hon); 6. Gary Semics (Hon); 7. Mike Kiedrowski (Kaw); 8. Kelly Anoris (Hon); 9. Eddie Hix (Kaw); 10. Shaun Wooten (Hon); 11. Jeff Matiasevich (Kaw); 12. Shawn Wynne (Hon); 13. Vince Warren (Hon); 14. Rex Staten (Yam); 15. Larry Roeseler (Kaw); 16. Rod Richardson (Kaw); 17. Russ Wageman (Yam); 18. Masa Shibuya (Kaw); 19. Scott Burnworth (Hon); 20. Marty Smith (Kaw).

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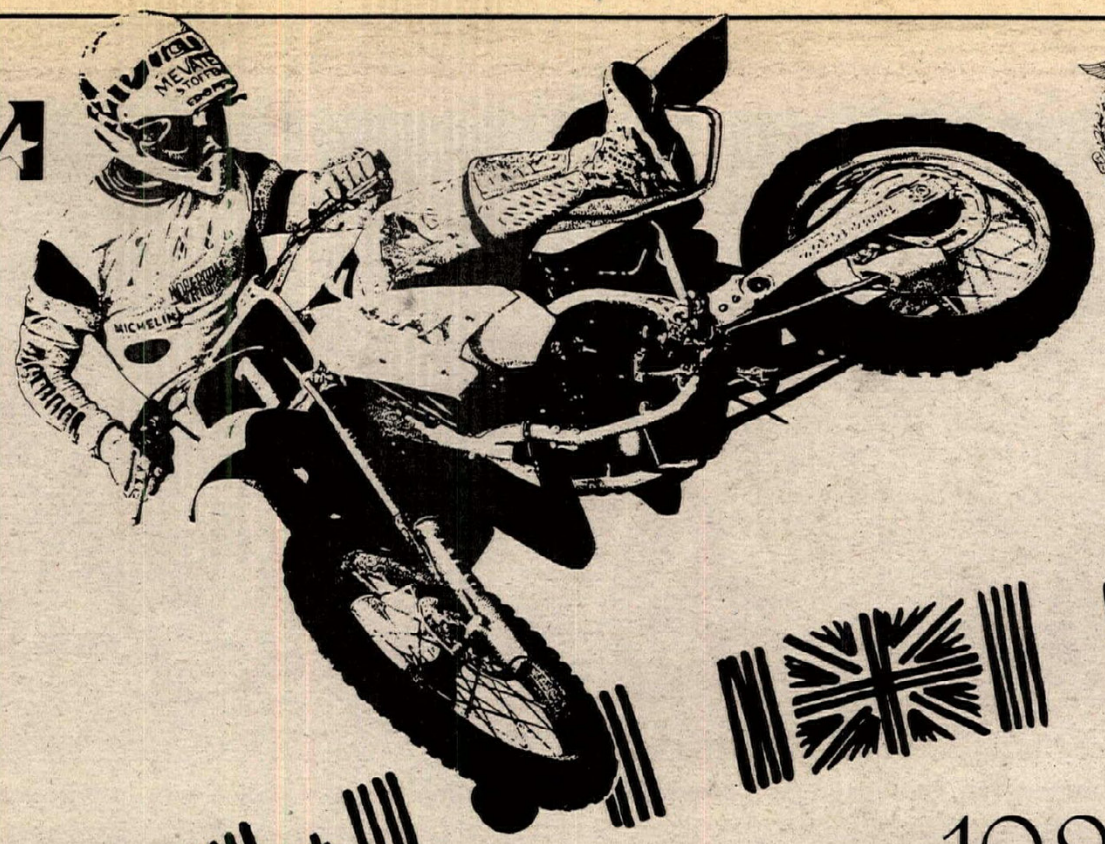

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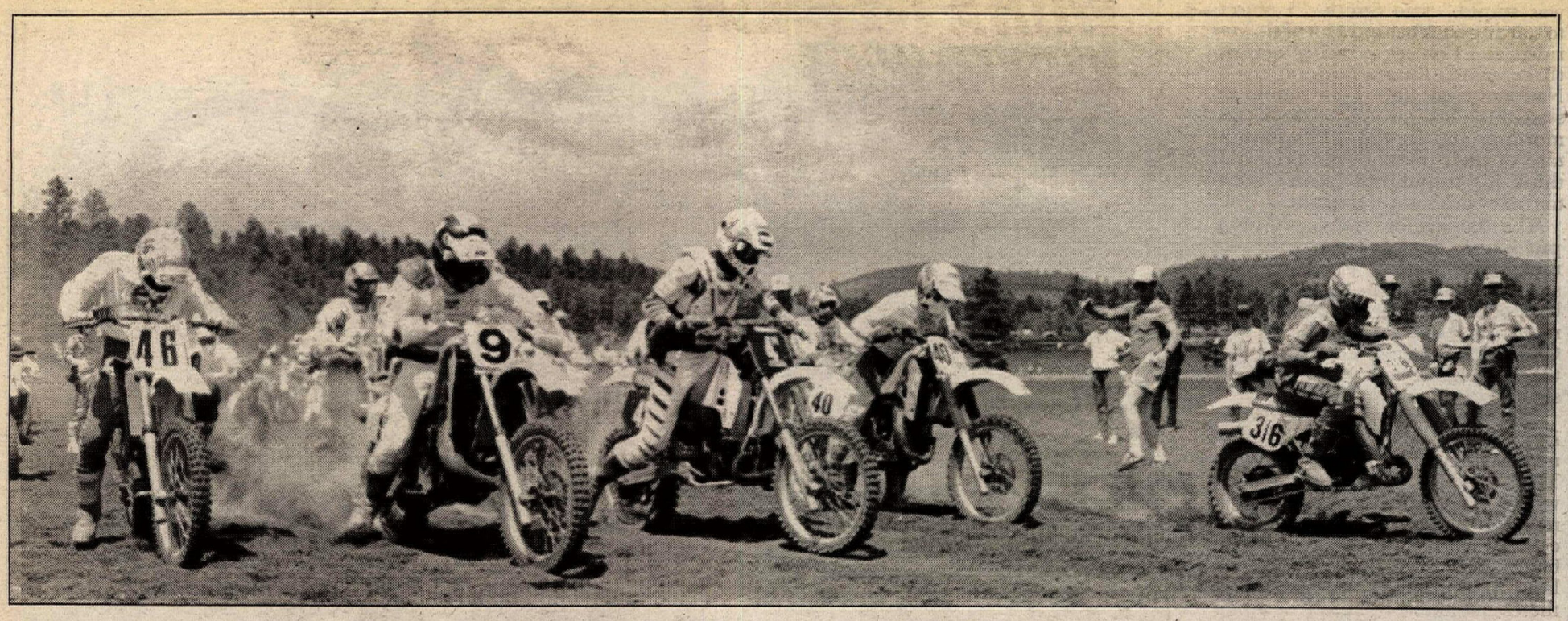

Honda-mounted Jim Thompson (9X) powered off the starting line and took a wire-to-wire win in Round 6 of the National Hare & Hound Series.

Honda rider Jeff Darland finished second at Flagstaff even though it was his first attempt in National-level competition.

Yamaha-mounted Darin Cartwright (316), shown here leading Husqvarna rider Gwin Vaughn, claimed fifth in Arizona.

AMA National Hare & Hound Championship Series: Round 6

Thompson scores upset win at Flagstaff H&H

By Anne and Tom Van Beveren
Photos by Tom Van Beveren

FLAGSTAFF, AZ, JULY 25

Colorado's Jim Thompson scored an upset victory over Jeff Darland, Paul Krause and Dan Smith in the latest round of National Hare and Hound competition, promoted by the Arizona Desert Racing Association.

Thompson, whose only previous appearance in the series was at Alamogordo, New Mexico, in March — where he claimed a lackluster seventh overall — took the series leaders by surprise in the Cinder Hills area north of Flagstaff. The motocross/cross-country rider from Bloomfield (near Denver) stormed out in front of the pack right off the start and never looked back, drawing his lead out to score a wire-to-wire win almost three minutes ahead of the nearest competition.

While series regulars were surprised by the CR500 pilot's victory, Thompson took the win in stride.

"I've only done one other of the Nationals and in that one I had problems with my rear brake that . . . put me back in the overall standings," said Thompson. "I'm not really surprised to win this one."

Second overall went to Honda-mounted Darland of Phoenix, Arizona, in his first crack at the Championship series, but the most important race of the day was going on back in third overall where AMA/District 37 riders Smith and Krause were slugging it out in the points race for the overall series title.

Starting in the last row of the Expert grid did not deter Honda privateer Krause. He was hard on the gas all the way and streaked across the finish line to grab third overall in the time-adjusted results, just half a minute faster than Smith after 105 miles of frantic racing.

"I was hoping for the win in this one," said Krause. "I need all the points I can get right now and third just doesn't give as many points as I need."

The sky was darkening from clouds when the starting flag dropped and the first wave of riders powered down the straightaway and out into the 35-mile course. Thompson got the front row holeshot and was soon running wide open in the dust-free number one position; other front row starters were not so successful.

"I seized right off the start," said Coors Extra Gold's CR125-mounted Jeff Miller. "I was wide open all the way to the first corner and then the bike started to seize. I coasted about 20 yards then let out the clutch and my lucky Honda started going again. I was down for just 10 or 12 seconds but by the time I got going again everybody else was totally out of sight."

YZ250 ace Darin Cartwright got the row two holeshot 30 seconds behind Thompson, while series point leader Smith was forced to cool his heels back in row five.

"I thought the way they started us was stupid," said Smith. "I object to starting back behind a lot of slower riders and I object to racing against three- and four-wheelers in a National event, too. They should've started the bikes at nine o'clock this morning and let the ATVs have a race of their own at two o'clock. I think it's stupid and I don't want to come back here ever again."

The drawing for starting positions put Krause dead last in the Expert ranks back on row eight, but the southern Californian was not at the back of the pack for long. Before the racers hit the five-mile mark, the CR500 was starting its drive through the ranks and Krause was picking off slower riders one by one.

The 35-mile loop proved challenging for most out-of-town riders, but not because of the course routing. The challenge was in conquering what was underfoot. The area, which resembles the surface of the moon so closely that it was used for lunar buggy testing, is covered by a deep layer of volcanic cinders that gave the course the consistency of a box of kitty litter.

The unusual terrain led to high-speed drag races in the Open class, slower-than-usual performances from the 250s, and a number of complete bog-downs in the 125cc class.

Despite the difficult going, the frontrunners kept up a sizzling pace. Thompson was the first rider to appear at the end of lap one. He completed the 35-mile course in just under 42 minutes (50 mph average) with a 30-second lead over Smith, who was running second in the time-adjusted standings a full minute ahead of Arizona racers Gwin Vaughn and Jeff Darland.

The extra traffic and dust at the back of the Expert pack held Krause up in the early running and left him three minutes behind the leader on adjusted time.

"I was the very last name called in the drawing for starting positions — 36th out of 36 Experts," said Krause, "and that really held me up."

The fastest 250cc performance of lap one was put in by Arizona's Scott Davis with an average speed of 48.5 mph. Miller had the physical and time-adjusted lead in the 125cc division with a 44 mph average.

After 35 miles of adjusting to the unusual terrain, Smith was all fired up for a record-setting second lap and was hard on the gas in an all-out push to catch the elusive Thompson, but his charge for the lead was short-lived.

"My bike started quitting on me just a few miles into the second loop when I started getting plastic caught in the main jet," said Smith. "I made up time out in the second lap but lost it all again in the pits. I got a piece of plastic out of the main jet but there was more in there and as soon as I went out into the next lap it started doing it again."

With the course starting at an elevation of 6000 feet and climbing to over 7000 feet, many riders were having jetting problems of a different kind.

"I had problems all the way," said Yamaha pilot Kevin Case, who went into the race with a six-point lead in the 125cc division. "I didn't have a lean enough jet so I had to hold the bike wide open all the way and it wouldn't pull at all coming out of the corners."

As lap two drew to a close, it was obvious that Thompson was the rider to beat. His big red Honda kept up a 46.5 mph average despite traffic and dust from lapped riders. Smith was hanging on for dear life in

(Continued to page 27)

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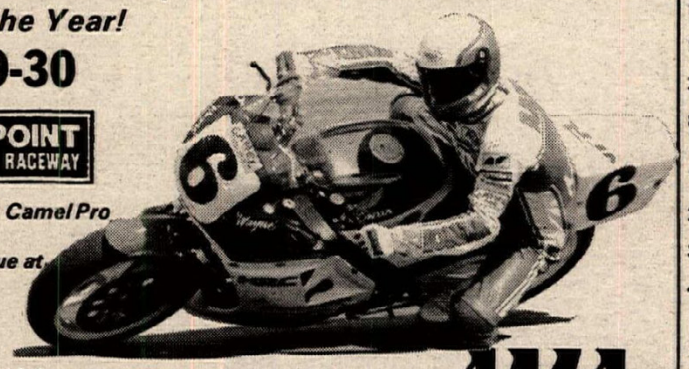

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12:30 p.m. . . . . Supersports Heat Races (2) 5 laps each
1:15 p.m. . . . . Vintage Motorcycle Race 12 laps
2:00 p.m. . . . . Start: 4-Hour Endurance Race
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8:30 a.m. to 11:00 a.m. . . . . Practice (All Classes)
12:30 p.m. . . . . Pro Twins Final 40 Miles (16 laps)
1:30 p.m. . . . . Camel Challenge 12.6 Miles (5 laps)
2:00 p.m. . . . . EBC Brakes Supersports Final 30 Miles (12 laps)
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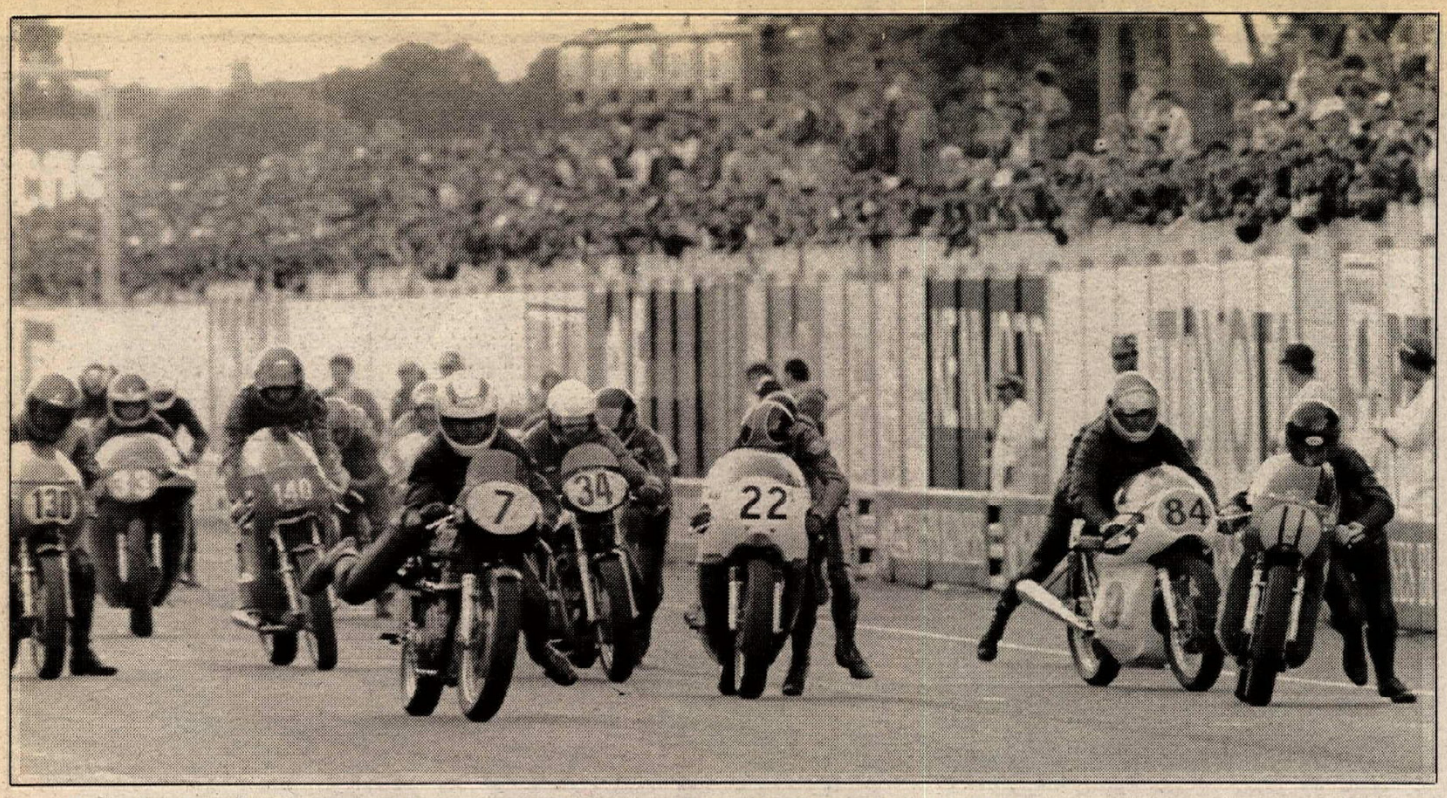
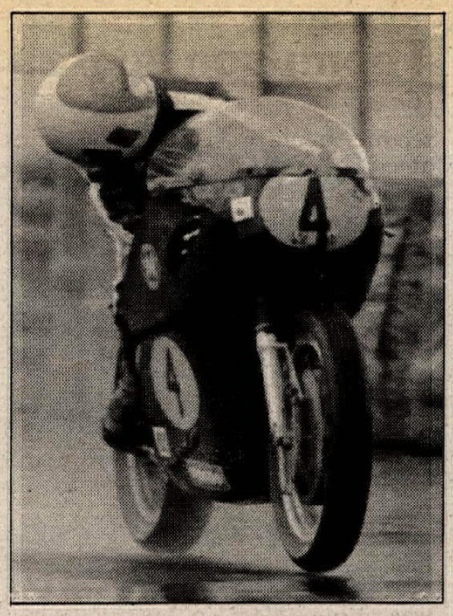


The French Historic GP got underway at Le Mans with the traditional push start.



Matchless-mounted David Hughes took the 500cc class win.

Hughes, Barrett log Historic GP wins at Le Mans

By Robert Fawcett
Photos by Paul Carruthers

LE MANS, FRANCE, JULY 18

Solitary support event to the four Grand Prix classes forming the French GP at Le Mans, the 1987 French Historic GP provided a dramatic and action-packed spectacle in just seven laps of the two and a half-mile circuit. Both overall race winner and 500cc class victor Dave Hughes, on the ex-Peter Williams Arter-Matchless, and 350cc winner Paul Barrett, riding a Harley-Davidson Sprint (a U.S.-specification Aermacchi he imported from America several years ago) had to start from the back row of the 40-bike grid after blowing up their engines in the opening practice session and missing out on timed qualifying. But a huge thunderstorm, which struck the race soon after it started, reduced their disadvantage and enabled the two British riders to pull through and defeat a strong field of historic bike competitors from all over Europe.

The two new chicanes added this season to the Bugatti circuit at Le Mans make it a very slow track indeed, with three first-gear corners and lots of engine braking making it tailor-made for the lusty British singles but even more so, for the 350 Aermacchis and Ducatis, who for once did not find themselves outsped by the bigger bikes.

Nevertheless, qualifying showed the 500s well to the fore, but a big surprise with the usual British domination of the grid completely overthrown, on the front row at least. Pole position went to Frenchman Alain Filhol's Seeley G50, almost a clear second ahead of fellow-countryman Jean-Luc Cuvillier's Manx Norton and Spaniard Joaquin Folch, riding teammate Alan Cathcart's standard Matchless G50 after his own bike had blown an engine the previous weekend at Spa.

Best of the Brits was Mike Booys on another Seeley G50, while rounding out the front row was Dutch Historic TT winner Cathcart's twin-cylinder Paton, rather out of its element on such a slow circuit. Early '70's GP stalwart Charlie Dobson was well back in the groove with sixth on the grid, with Swiss rider Claude Matthey's unique ex-factory 408cc Aermaccchi single next up, and Dutch vintage ace Joop Froom's Norton twin just edging Frenchman Michel Lafargue's immaculate Seeley G50.

Best of the 350s was former French 250cc champion (on a TZ Yamaha!) Olivier Bourdil's Aermacchi in 11th place on the grid, just behind Dutch star Dirk Rens' 450 Ducati single.

But lurking at the back of the grid were two potential class winners: Barrett's Harley had expired in untimed practice with worn cam followers, but a complete engine rebuilt in his WW2 U.S. Army-surplus tent had the bike running again in time for the race. Even more dramatic were Dave Hughes' efforts after the Arter bike broke a conrod on the first night's practice. Loading it into his van, he drove through the night to Calais, caught a ferry to Dover where he lives, borrowed another engine from sponsor Tom Arter, fitted it in the bike, ran it up the road to make sure it worked, then repeated his journey back to Le Mans! After 600 miles on French roads and two ferry crossings in 36 hours, Dave was more than a little exhausted: "I could do with a pair of match-sticks to prop the old eyes open!" he quipped as he put on his helmet for the race, having arrived at the circuit only two hours beforehand. It was all to prove well worthwhile . . .

The track was dry as the race started, with Joaquin Folch making yet another of his Ron Haslam-like lightning starts to lead the first lap, with Cuvillier's Norton and Filhol's Seeley giving close chase. At the back of the grid, two French riders collided when they swerved into each other with Ducati rider Jacques Bussche unfortunately suffering a broken leg. But halfway around the first lap the heavens suddenly opened, the track became awash with rain, and speeds slowed dramatically. Cathcart's Paton, having made its usual slow start was hit at one of the hairpins by an errant Aermacchi, but Cathcart managed to stay aboard and started climbing up through the field in company with Matthey, another to get left on the line.

But an example was already being set to them by Barrett, who had literally charged through from his back-row grid position, and was third at the end of the first lap behind Folch and Cuvillier. Hughes was taking things more easily, and was 10th.

Riding for the first time on newly-fitted 18-inch wheels on his Manx Norton, Cuvillier took the lead on lap two with Barrett in close pursuit and another wet-weather expert John Wittmann third on his 450 Ducati. But by the end of the lap, the 350cc Harley was in front, going on to pull out an enormous four-second lead by the end of lap three, by which time Hughes had passed the Ducati and was grappling with Cuvillier for second place.

Several riders by now had fallen off, others retired with water in the ignition, and the sheets of rain showed no sign of abating. But just as a historic 350cc Historic GP overall win looked on the cards, Barrett took to the sliproad at one of the three hairpins, and was down to fourth place by the time he'd turned around and rejoined.

"The throttle stuck open," he explained disconsolately. "I clutched it but couldn't make the turn in neutral in the wet, so I had to go straight on. It happened a couple more times after that, as rain got in the carb slide, but I was ready for it by then. I just settled for staying upright and the class win after that."

This left Cuvillier and Hughes fighting for victory, the French rider on the unfaired Manx Norton riding brilliantly against the much more experienced British veteran, whose last race on this circuit was two years ago, when he helped pilot a semi-works V4 Honda 750 into sixth place in the Le Mans 24 Hours! Gradually, Hughes wore the French-man down, taking the lead on lap five and establishing just enough of a cushion to win comfortably by just over two seconds at the flag.

"I'm relieved that's over," he said as the rain stopped just in time for the trophy presentation. "I'm glad I won it for Tom's (Arter) sake, after lending me another motor after I blew up the first one. But now just lead me to a bed!"

An elated Cuvillier was a well-deserved second after never giving up the chase, while Wittmann piloted the nimble Ducati to third, 16 seconds down. Barrett was an unchallenged 350 class winner in fourth, but there was more drama still to come. Cathcart and Matthey had been riding together up through the field, the Paton always in front, and after a brief tussle with Dobson's well-ridden Matchless had ended after the Scotsman frightened himself when he aquaplaned into a two-wheel slide at one corner from which he fortunately recovered, the two late starters found themselves in fifth and sixth places.

On the last lap, another potential disaster was avoided when Jean Verdier fell off his 250 Motobi right in front of them exiting the last chicane, but with Cathcart closing the door on the Swiss Aermacchi on each of the last few corners, it looked like the order might be maintained to the finish line — which at Le Mans is located immediately after the last, very tight, right hand hairpin.

But in a fine display of wet weather riding, Matthey got his front wheel inside for this crucial last corner, forcing the Paton rider to run wide in an effort to fend him off. Too wide — for just on the exit, the skittish, short-wheelbase Paton hit the white line, and immediately swapped ends, dumping its rider onto the track.

Cathcart takes up the story: "I actually crossed the finish line on my back, trying to kick the bike away from me. Because of that, they ruled that I was in contact with the bike when I crossed the line, even if I was with it rather than actually on it. So I still got sixth place, which is some consolation for not being able to sit down comfortably for the next few days!" Bike and rider suffered only superficial damage — but it was a dramatic finale to yet another exciting Historic GP, now rapidly becoming a powerful attraction as a side-show to modern GP racing. ●

Results

500: 1. Dave Hughes (Mat); 2. Jean-Luc Cuviller (Nor); 3. John Wittmann (Duc); 4. Claude Matthey (Aer); 5. Alan Cathcart (Pat); 6. Charlie Dobson (Mat); 7. Joop Froom (Nor); 8. Joaquin Folch (Mat); 9. Mike Booys (See); 10. Alain Chatel (See).

350: 1. Paul Barrett (H-D); 2. John Holder (AJS); 3. Richard Haas (Duc); 4. Michel Freemantle (Aer); 5. Bob Edwards (Aer); 6. Henri Dupin (Aer); 7. Jeann Verdier (Moto); 8. Jean-Pierre Chabert (Aer); 9. Pierre Lalanne (Aer); 10. Pedro Auradell (Mon).

Thompson scores

(Continued from page 25)

second overall, just five seconds ahead of Krause, with another 13 seconds back to Jeff Darland in fourth overall.

Scott Davis led the 250 class at the end of lap two, but his winning margin had been cut to the bone by YZ250 pilot Cartwright, and Folks was starting to close up the gap in third.

Miller was still out in front of the 125cc division, trailed by AMA/District 38 rider Bruce Taylor and Case; the Vet class lead was firmly in the grasp of Scot Harden.

Despite his 250cc mount, Harden had built up an eight-minute lead over second-placed Steve Pitts (who was riding a 400 Can-Am) by the end of lap two. M-Star-mounted Wayne Carlton, Pitts' arch rival for last year's series class title, was another three seconds back in third place.

As the frontrunners cleared home check and headed out for their third lap of the course, steady rain drove spectators into cover under pine trees. The rain transformed the warm day into a hot, sticky, humid mess and turned the black dust covering the riders into mud packs.

The rain made little difference to Thompson's runaway performance. The CR500 pilot turned in a third lap just four minutes slower than his race-record first lap and took a rather soggy checkered flag after just over two hours of racing.

"I loved it — it was wild," said Thompson. "I had a good ride with no problems. I fell down once because of a stupid four wheeler. I was in his dust and couldn't see anything, but apart from that everything went great. It sure feels great to win."

Thompson thanked his sponsors, Four Seasons Sports Center and Fay Myers Honda.

"The teeth are totally gone on my rear sprocket. One more lap and I wouldn't have made it," said Thompson.

Darland turned in a sizzling third lap and crossed the finish line in second overall, just 12 seconds faster than Krause and less than a minute ahead of Smith.

"I had a pretty good ride, I just wish I hadn't started so far back," said Darland, who is sponsored by Sunnyslope Honda/Dirt Unlimited/AXO. "I was in the sixth row and that made the first loop way too dusty. They should've had a mass start like they usually do."

Third-place Krause also had problems with the dust. "The dust made things pretty dangerous out there," said the Escondido Honda/Metzler/Hallman/Shoei/Smith/Renthall/F&L/Clarke Tanks/Answer-sponsored rider. "It was too dusty to see in a lot of places but you had to push yourself anyway to try to make up time."

Smith, who claimed fourth overall and will go into round seven of the series with a 22-point lead over Krause, said he felt lucky just to finish the race.

"Today just wasn't my day," said the Cagiva North America/Alpinestar/Golden Spectro/Metzler/Arai/Goldbelt/F&L/Scott/HRP-sponsored rider. "I had a really good ride going in the first loop and I had fun when it started raining, but I had so many problems it took the fun out of it. Oh well, that's racing." •

Unofficial results

O/A: 1. Jim Thompson (Hon); 2. Jeff Darland (Hon); 3. Paul Krause (Hon); 4. Dan Smith (Hus); 5. Darin Cartwright (Yam); 6. Robert Hanrahan (Kaw); 7. Scott Glimp (Hus); 8. Scot Harden (Yam); 9. Daryl Folks (Hus); 10. Scott Davis (Kaw); 11. Gwin Vaughn (Hus); 12. Scott Morris (Hus); 13. Jeff Miller (Hon); 14. William Chambers (Suz).

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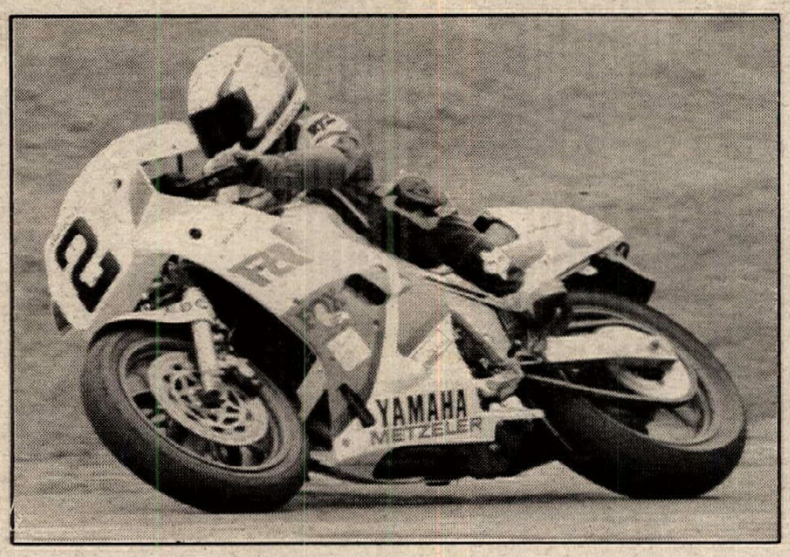

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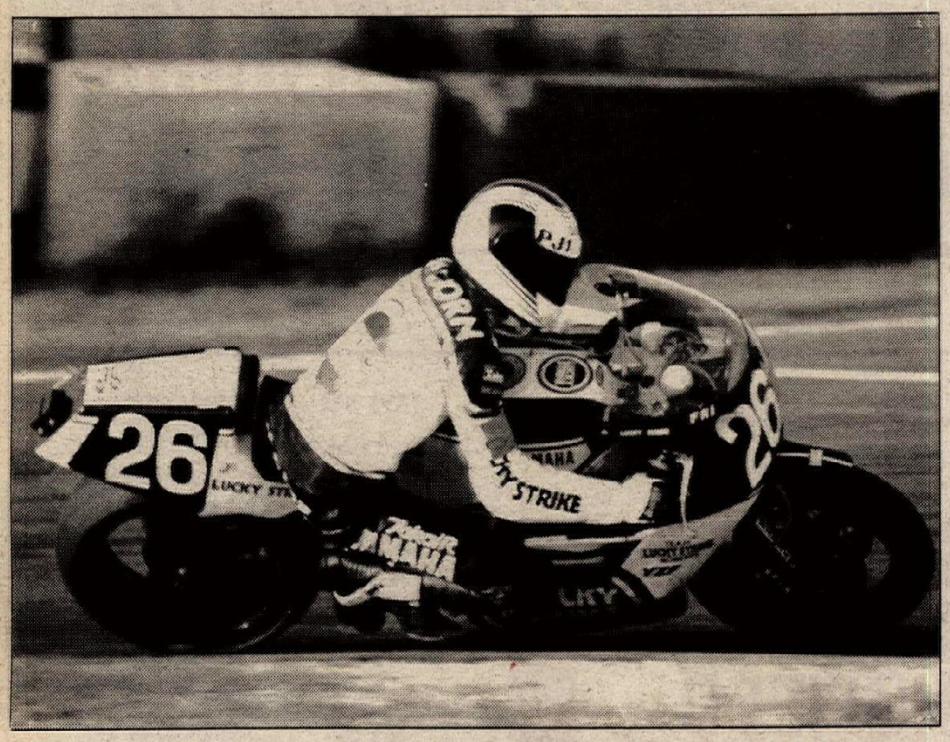
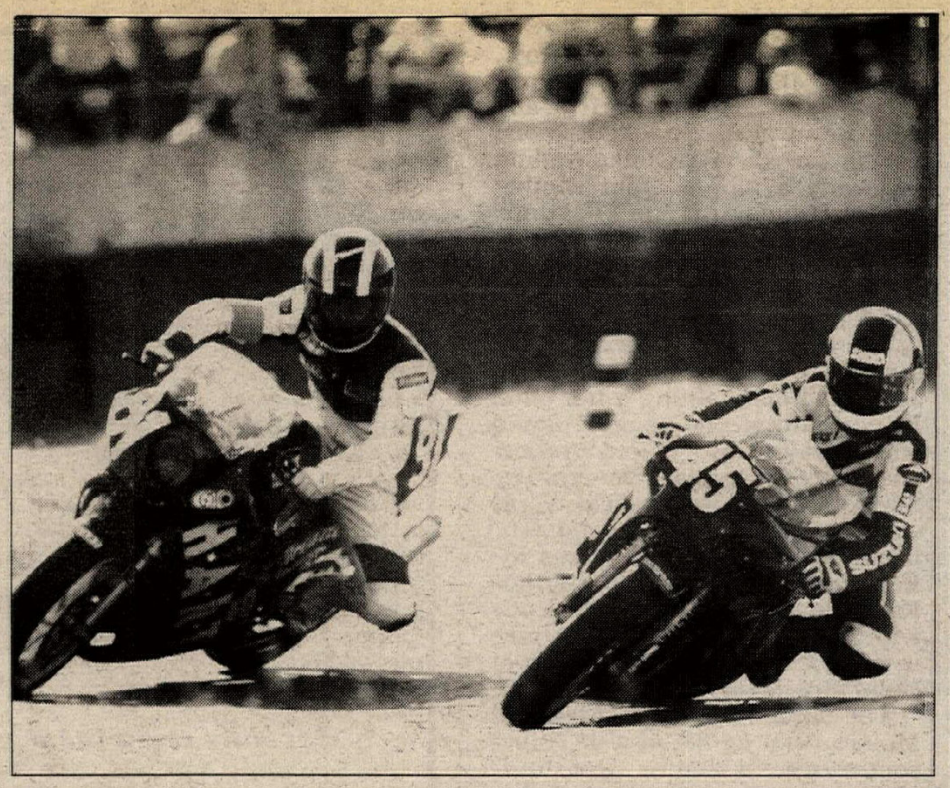
Martin Wimmer and Kevin Magee rode their YZF750 Genesis to victory at the annual Suzuka 8-Hour Road Race in Japan.



The Yamaha YZF750-mounted team of John Kocinski and Cal Rayborn III finished third in their Suzuka 8-Hour debut.



Gary Goodfellow and Katsuro Takayoshi (45) powered their Suzuki to second. Shigemasa Miwa and Masaru Syouyama (81) finished 21st.

World Endurance Road Race Series: Round 5

Wimmer/Magee take Suzuka 8-Hour

By Kel Edge

SUZUKA CITY, JAPAN, JULY 26

In sweltering conditions at the Suzuka Circuit, Yamaha at last scored a victory for the YZF750 Genesis when Martin Wimmer and Kevin Magee took the checkered flag less than one lap in front of the Yoshimura Suzuki of Gary Goodfellow and local boy Katsuro Takayoshi.

In a race where only 30 out of 61 finished, an incident just three laps from the end decided the result in favor of the Tech 21-sponsored Yamaha. Up to that point the Yoshimura Suzuki GSXR750 of New Zealander-turned-Canada resident Goodfellow and Takayoshi seemed to be holding off the works Yamaha challenge and were heading for victory.

Australian Magee, who rode the seventh hour, had slowly but surely been closing in on the Suzuki. When he pulled in for the final pit stop and rider change over, he decided to do an "Ironman" and stay out for the last session in the hope of catching Takayoshi. With just 10 minutes to go he was still 10 seconds adrift. Then poor, unfortunate Takayoshi collided with a backmarker and damaged the fairing in his off-track excursion. He was able to resume but at a reduced pace. While he was off, he could only watch as Magee sped by on the way to victory.

The win marked the first by the Yamaha Genesis since their comeback to endurance racing. Another Genesis finished third with Americans John Kocinski and Calvin Rayborn III riding the Kenny Roberts Lucky Strike bike. This was the first time that the two had competed as a team in an endurance race; Kocinski, however, cut his teeth endurance racing in the United States early in his young career.

Where the race had been full of drama and surprise, practice had been very much as expected with the works Hondas in domination on their home track. Wayne Gardner, currently leading the 500cc World Championship, posted a time of 2 minutes, 17.489 seconds on the works bike he shared with Dominique Sarron. Second fastest was fellow GP rider and Honda teamster Niall Mackenzie with a time of 2:17.773. Surprise third quickest was Kevin Schwantz on the Yoshimura-tuned Olia Fiat Suzuki GSXR750 with a time of 2:17.902. Fourth fastest was the Magee/Wimmer Tech 21 works Yamaha with a time of 2:18.013. Then came the works Honda of GP rider Shunji Yatsushiro with 2:18.995 followed by old staggers Kork Ballington and Rob Phillis on the factory Kawasaki with a time of 2:19.076.

The Lucky Strike teamsters were getting to know the bike and the track under the guidance of the maestro himself, Kenny Roberts. He set the pattern for their practice sessions, gave advice, looked after them like a father and was absolutely delighted with their qualifying time of 2:19.480 seconds. Kocinski particularly looks like he has a great future ahead of him, especially with Roberts as his mentor.

Race leaders for so long, Goodfellow and Takayoshi were ninth quickest, with current World Endurance Championship leaders Herve Moineau and Bruno Le Biban in a not very satisfactory 14th. Australian Graeme McGregor and Zimbadwean Dave Petersen were 36th on the outpaced VFR750 Ikuzawa Honda while the Dutch Racing Team Leuven Kawasaki pairing of Johan Van Vaerenberge and Paul Ramon were just happy to be at Suzuka. This is only their first season of international competition and before the race they found themselves in the happy position of being joint second in the championship.

The only unhappy occurrence of practice was the failure to qualify by the all-Canadian girl Nescafe Americana Team. During practice they had been steadily improving their times and taking the advice and help of people such as Roberts, Gardner, Schwantz and others. Finally, they found out they failed by less than three-quarters of a second. Ordinarily they would have been given a start, but somebody protested and that was the end of the race for them. Worst was to come though because they then found out that a slower team had been granted a start under the seeding rule.

For the Japanese fans the biggest disappointment was the withdrawal of their hero, Yamaha works rider Tadahiko Taira. Still suffering from his fall in practice for the French Grand Prix the previous weekend, he made a valiant effort in the Thursday practice session but was obviously in too much pain to continue and his place in the Shiseido Tech 21 team was taken by 250cc ace Wimmer. For Wimmer this was a pleasant surprise as he had lost his previous partner Mike Dowson, who was still recovering from a crash in his native Australia.

Gardner said after practice that he was here to win the race for HRC and to honor his committment to all his Japanese fans, but that his first priority was winning the 500cc World Championship. His aim therefore was to win, but also to keep out of trouble and avoid injury. He also believed it would be very difficult to win the Suzuka 8-Hours for the third time in a row. In the past he had faced with two different riders, whereas this year would be the first time that he would have the same partner in Dominique Sarron. He did not feel particularly good about it and felt that something was going to go wrong, how prophetic his words were to be.

At the stroke of 11:30 a.m. the flag dropped and the 10th Anniversary Suzuka 8-Hour race got underway. Sixty-one riders sprinted to their machines and a deafening roar went up as the bikes fired and sped to the first corner. Ahead of the pack with a flier of a start was Schwantz on the Suzuki followed by Ballington, Wimmer and Gardner; four different factory bikes in the first four places.

Four laps later, Gardner was at the front and setting a blistering pace. Schwantz' Suzuki expired after a further 15 laps with an unexplained mechanical fault. Gardner, meanwhile, extended his lead and by the end of the first hour-long session had built up a lead of one and a half minutes. A smooth pit stop and Sarron took over.

After one hour the order read: Gardner, Wimmer, Goodfellow, Tokuno and Mackenzie. Sarron continued where Gardner left off and the position at the end of the second session saw the HRC bike leading by nearly a minute from another works Honda, that of Tokuno/Miura. Third was now Goodfellow followed by Magee/Wimmer, Mackenzie/Campbell, Ballington/Phillis and Kocinski/Rayborn.

The third session went along the same lines. Gardner was on the bike again and maintaining a fast pace. By now only second placed Tokuno and Miura and third placed Wimmer and Magee were on the same lap. The Suzuki of Goodfellow/Takayoshi was now in fourth, fifth and very happy to be in contention was the Kawasaki of Ballington and Phillis. Kawasaki were obviously very happy with the performance of their bike in what is their comeback season of endurance racing.

The Suzuki team from France of Moineau and Le Bihan were sitting contentedly in eighth place, one ahead of the Kawasaki France team of Samin and Crine. MacGregor and Petersen were 15th but about to go out when Petersen lost the front end going into the fast right hander at the end of the start straight; happily he was uninjured.

The fourth session was the one in which the whole complexion of the race was to change. Up to the very last lap of the session, the HRC Honda was seemingly on its way to victory. On the way to an outstanding three wins in a row was Gardner, the best loved foreign rider in Japan, and the favorite son of Honda. Sarron was on board and was on his last lap before pitting, when inexplicably he crashed, totally, he said, without reason. The bike slid into the gravel and hit the large blocks of foam rubber that are used instead of straw bales.

As he tried to drag the bike out of the gravel a rope containing the foam blocks caught in the rear wheel and tail fairing. Frustratingly, the rope would not budge, but after a titanic struggle he managed to get the bike free and started. He then rode back to the pits with the rear of the seat hanging down scraping the tarmac, as well as the end of the exhaust system.

The whole terrible scene was witnessed as it happened on a giant TV screen at the end of the pits. Not only was it seen by the entire crowd in the grandstand but also the complete agony was shared by the Honda pit crew and all the Honda top brass. Nearly in tears, Sarron handed the bike over to the mechanics who worked feverishly to repair the damage. Eight and a half minutes later the repaired bike with Gardner aboard went out of the pits to try and claw back some or all of the deficit. It was obvious the bike was not altogether alright, but Gardner set about the task. The crash had dropped them to about ninth or tenth place.

At the end of the fifth hour, Gardner had improved the standing to seventh, but was not entirely happy with the running. Meanwhile, the Goodfellow/Takayoshi Suzuki had taken the lead with the Wimmer/Magee Yamaha in second, then the Americans Kocinski and Rayborn followed in third. The current championship leaders Moineau/Le Bihan ran fourth on the Suzuki.

The Ballington/Phillis Kawasaki effort went out with a bang when something in the gearbox broke. Also out of the race at this point was the Honda of Mackenzie and Campbell; the Australian had slid off, damaging the bike too badly to continue.

At the six-hour stage, Wimmer handed over to Magee; they were one minute and eight seconds behind Goodfellow/Takayoshi and everything looked set for an emotional win for Pops Yoshimura. Kocinski/Rayborn still held down third on the Lucky Strike Yamaha.

Gardner handed the bike over to Sarron but said that it was not running cleanly and it was misfiring. Sarron went out but before too long a second disaster struck the Frenchman. Once again, he crashed but this time an eye-witness said that as the bike was sliding along there was a loud bang. The bike came to a halt in the gravel. Poor Sarron tried to lift the bike back up but looked at it first and saw the damage was too great to continue. With a disconsolate air, he walked slowly back to the pits and the anguish of his team.

Gardner had been right, something had happened and he had lost out on this coverted three wins in a row. Even worse, Honda was losing on their own circuit.

At the seven-hour stage, the gap between Magee and the Yoshimura Suzuki had narrowed to 23 seconds and it looked very much as if we might have a grandstand finish on our hands. This part of the race takes place in dusk, so the riders have to ride with their lights on. Also the change from riding into the setting sun and near darkness is a problem in itself. Behind the two fighting it out up front the others were more or less holding station.

At the start of the final eighth hour the order read: Goodfellow (175 laps), Magee (175 laps), Kocinski (174 laps) and Moineau (173 laps).

By now the other contenders in the World Endurance Championship, Van Vaerenbergh/Ramon, had fought their way up to ninth, but more importantly were now in the points.

The amazing team on the track was the Japanese team CBX. Nothing spectacular till you realize they were riding a Honda CBR600, giving away 150ccs to the big boys. They had surprised everyone by moving up to an astonishing sixth place.

Up front though, the real battle was on between Magee and Takayoshi. All eyes were glued to the giant TV screen and on the stopwatch. It seemed that Magee was going to catch the Suzuki as he managed to get the gap down to 10 seconds.

Takayoshi got the message from his pit signals and held off the challenge. With four laps to go, Magee's charge seemed to be of no avail and the margin was just a fraction under 12 seconds. Then disaster struck for Suzuki. The collision with the back marker cost them the race; Pops Yoshimura watched as the victory he wanted so badly slipped from his hands.

Magee and Wimmer couldn't believe their luck, and Yamaha at last had a victory with their Genesis YZF750, a victory they waited so long for. Third were the rookies Kocinski and Rayborn, delighted with their first international endurance race. A crowd of close to 150,000 watched a closing fireworks display, as the real celebration took place in the Yamaha pit. •

Results

OVERALL: 1. Martin Wimmer/Kevin Magee (Yam); 2. Gary Goodfellow/Katsuro Takayoshi (Suz); 3. John Kocinski/Calvin Rayborn III (Yam); 4. Herve Moineau/Bruno Le Bihan (Suz); 5. Pierre Etienne Samin/Thierry Crine (Kaw); 6. Yukiya Ueda/Takao Abe (Hon); 7. Johan Van Vaerenbergh/Paul Ramon (Kaw); 8. Mitsuo Saito (Yam); 9. Norihiko Fujiwara/Kenmei Matsumoto (Yam); 10. Hisashi Yamana/Toshiaki Hakamada (Suz).

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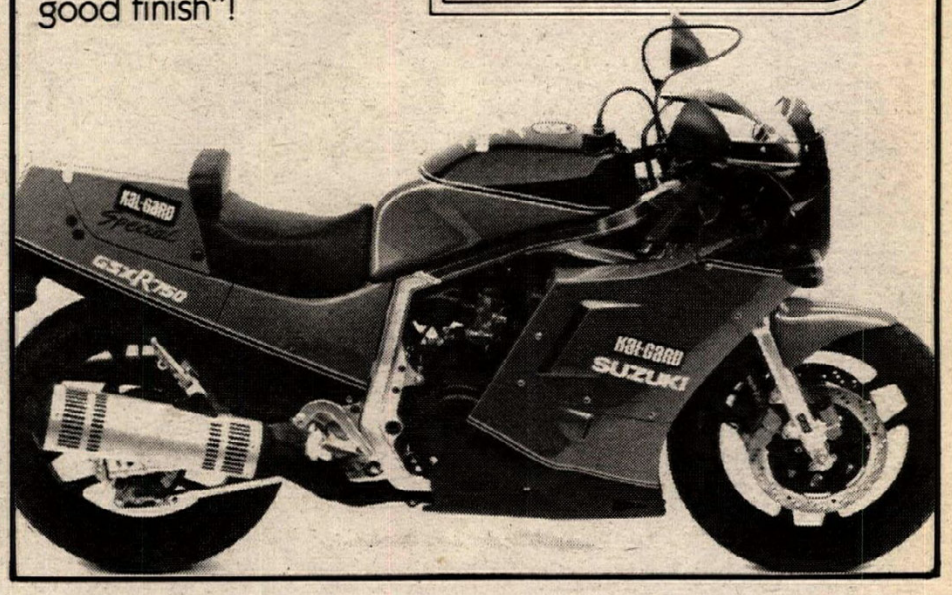

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Two big surprises from Italy

By Kit Palmer
SAN BERNARDINO, CA, JULY 24

Glen Helen Motocross Park in southern California was the site for Cagiva's unveiling of its 1988 motocross models to the motorcycling press. The Italian company held a one-day riding session of the 1988 Cagiva WMX125 and the all-new WMX250, as well as the firm's basically unchanged Husqvarna 430CR, (Cagiva bought Husqvarna in 1986).

The most obvious change to the Cagiva motocross line up is the all-new, white color scheme, which replaces the red, Honda CR look. Cagiva felt their red motocrossers looked too much like Honda's CRs, so all the United States-bound Cagiva's for 1988 will be all white; the European versions will retain the red color styling. Seat covers on both Cagiva motorcycles are blue and the radiator shrouds are still black.

The big news from Cagiva is the introduction of the company's first-ever production 250. Up until now, the closest Cagiva ever came to a production 250 was a 200cc motocrosser based on the WMX125 motor. But the 1987 WMX250 has an entirely new motor, and Cagiva says the engine is capable of carrying a big-bore top-end, as well. For now, however, Cagiva is relying on the 430cc Husky as its Open class production bike.

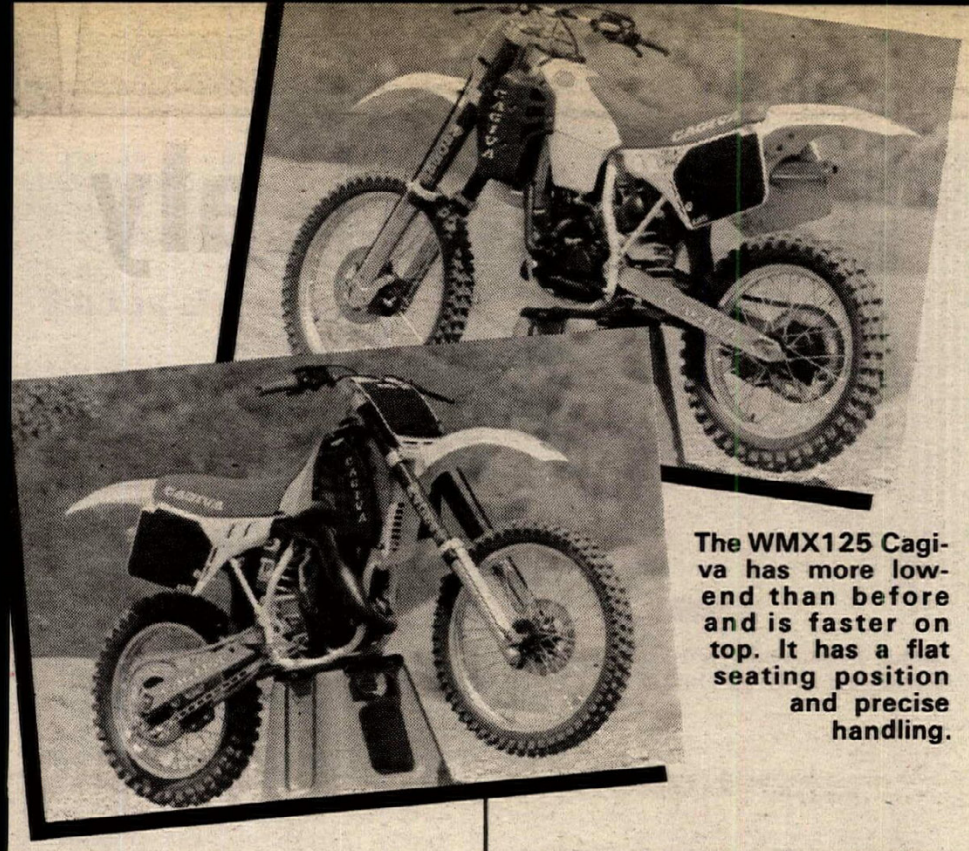
The WMX250 features a two-stroke, liquid-cooled, piston-port, reed-valve induction motor with a mechanical power-valve, unlike the Husky motors which use an electronically-activated power-valve. Cagiva feels the mechanical power-valve is just as efficient as the electronic system but is more reliable.

Handling the carburetion is a 37mm, flat-slide Dell 'Orto, and the transmission is a six-speed. According to Cagiva, the WMX250 pumps out 42 horsepower at 8000 RPM at the rear wheel.

Both the WMX125 and 250 share the same suspension components, but the frame on the 250 is different. The upside down fork and rear shock are made by White Power. The fork features what Cagiva calls the Pro-Tech System, which is designed to smooth out compression damping.

The rear shock carries a piggyback reservoir and is attached to Cagiva's

Both the WMX250 (bottom) and the WMX125 (right) motors are all new. Mechanical power-valves are used, and, like the 125, the 250 has a six-speed transmission.



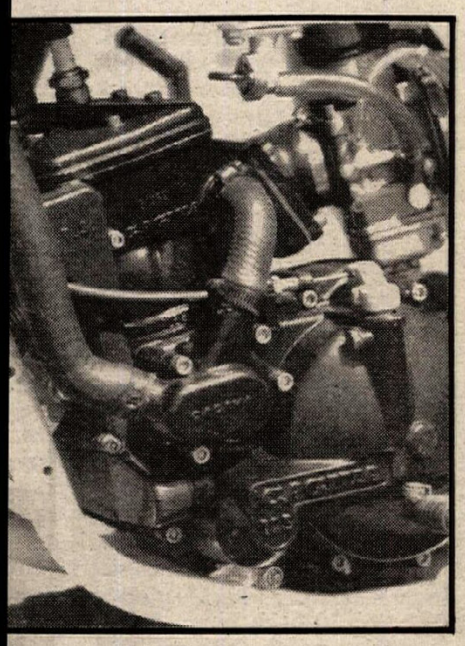
The WMX125 Cagiva has more low-end than before and is faster on top. It has a flat seating position and precise handling.

Cagiva WMX125

Engine type	Liquid-cooled, two-stroke, reed-valve
Bore x stroke	56 X 50.6mm
Displacement	124.63cc
Compression ratio	15.0:1
Carburetor	37mm Dell 'Orto
Horsepower	33.5 HP @ 11,500 RPM
Torque	2.04 Kgm @ 11,000
Starting system	Primary kick
Ignition	Motoplat
Lubrication	Premix
Primary drive	Straight-cut gear
Final drive	#520 chain
Frame	Single downtube, split double cradle
Rake	N/A
Trail	4.6 in.
Front suspension	Telescopic fork
Fork tube diameter	40mm
Front wheel travel	N/A
Rear suspension	Single shock swingarm
Rear wheel travel	N/A
Front brake	230mm disc
Rear brake	130mm drum
Front tire	3.00x21 Pirelli MT44
Rear tire	4.25x18 Pirelli MT32
Claimed dry weight	194 lbs.
Overall length	84.4 in.
Overall width	32.7 in.
Overall height	N/A
Wheelbase	56.7 in.
Fuel capacity	1.9 gal.
Ground clearance	14.0 in.
Seat height	36.4 in.
Colors	White
Retail price	N/A

Soft Damp linkage system. Front wheels on both bikes have disc brakes, while drum brakes supply the stopping power in the rear. The Cagivas we rode came with Pirellis MT44 and MT32 tires.

The biggest change on the WMX125 is the motor. The engine cases are redesigned to improve life of the crankshaft and bearings, and is more compact. Other changes include new porting, a new exhaust pipe and silencer, and a new 37mm Dell 'Orto carburetor with an oval bore venturi.



Suspension is the same as the 250's, but if you compare it to last year's 125, you'll find the Soft Damp linkages are slightly changed for a more progressive damping curve. The front upside down fork also has the Pro-Tech System.

The gas tank is narrower and reshaped for easier maneuverability. Both the 125 and 250 come stock with Excel gold-annodized rims.

The first word that comes to mind when riding the WMX250 is — fast. It's by far one of the fastest production 250cc motocrossers we've ever ridden. Right off the bottom, the Cagiva's motor starts pulling, but the pull is nothing to rave about. Once the motor comes on the pipe at mid-range, however, it hits hard and continues pulling hard at high RPM. The bike is fast and pipey, making it fun to ride, but it was a bit of a handful on the hard-packed, dry, slick ground we rode on. The Pirelli tires didn't help matters much, either. The dry ground, combined with the Pirelli tires and pipey powerband, made the Cagiva skate around when exiting turns.

The six-speed transmission worked extremely well. Even under a heavy load while on the gas, all it took was a light, quick nudge on the shift lever to find the next gear. We did, however, miss a few shifts.

Although the course we rode on wasn't extremely rough, we feel that the suspension worked up to par. Both the fork and shock were set up a little on the stiff side for our preference, but, otherwise, we were quite happy with its performance. Landing off steep jumps was smooth on the Cagiva.

Turning the WMX250 was a piece of cake. Keeping the slick ground in mind, the Cagiva turned quickly and followed where the front wheel was pointed. Every once in a while, we found the Cagiva had the tendency to rise up out of a deeply-grooved turn too quickly, but the problem seemed to go away after spending more time on the motorcycle. One of the reasons why the Cagiva felt so controllable in the turns was its seating position. The handlebars have a comfortable bend and the seat and gas tank are very narrow. It feels as though you're riding on top of the bike instead of in it.

Even though the Cagiva has a drum rear brake design, compared to a disc, the 250 stops quite well. The front disc brake works as well as the brakes on any motocrosser we've ridden, and the rear brake is very predictable and controllable.

We felt that the WMX250 would work even better on a track where traction was plentiful. More traction would make the bike a little easier to ride and make better use of the pipey, powerful motor.

The WMX125 was impressive, too. It still lacks a little punch off the bottom of the powerband but is much improved over the '87 model. The 125 hooks up, usually after fanning the clutch once or twice, then you're rewarded with trench digging horsepower.

The motor revs quickly and has a fairly wide powerband. It definitely works best when the motor is revved out. The clutch is strong and smooth enough for quick exits out of turns.

Sitting on the WMX125 is, like on the 250, very comfortable. The 125 is easy to fling around and feels lighter than most 125s we've ridden. It turns quickly and the suspension is first rate. We dialed the rear suspension and were very pleased with how well it handled the smaller, sharp-edged bumps, while maintaining cushion for absorbing hard landings off jumps.

Both brakes were strong, and all the controls and levers were easy to find and use.

In the short time we were able to ride the Cagivas, the only thing we definitely disliked about both the WMX125 and 250 were the kickstarters. On both bikes, the levers were too short and hard to use. At the bottom of the stroke, the levers would hang up with the footpegs and would not return to the upright position.

After the short riding period, we left the Cagiva presentation very impressed. Both the WMX125 and WMX250 motorcycles we rode were very strong performers in both the motor and suspension departments. The WMX125 and 250 should be on the market by late October.

Cagiva WMX250

Engine type	Liquid-cooled, two-stroke, reed-valve
Bore x stroke	70 x 64.8mm
Displacement	249.3cc
Compression ratio	14:1
Carburetor	37mm Dell 'Orto
Horsepower	42 HP @ 8000 RPM
Torque	4 Kgm @ 7250 RPM
Starting system	Primary kick
Ignition	Motoplat
Lubrication	Premix
Primary drive	Straight-cut gear
Final drive	#520 chain
Frame	Single downtube, split double cradle
Rake	N/A
Trail	4.6 in.
Front suspension	Telescopic fork
Fork tube diameter	40mm
Front wheel travel	N/A
Rear suspension	Single shock, swingarm
Rear wheel travel	N/A
Front brake	230mm disc
Rear brake	130mm drum
Front tire	3.00x21 Pirelli MT44
Rear tire	4.25x18 Pirelli MT32
Claimed dry weight	216 lbs.
Overall length	85.2 in.
Overall width	32.7 in.
Overall height	N/A
Wheelbase	57.7 in.
Fuel capacity	2.2 gal.
Ground clearance	14.0 in.
Seat height	36.4 in.
Colors	White
Retail price	N/A

The WMX250 Cagiva is one of the fastest production 250s we've ever ridden. The motor feels pipey and suspension is good.

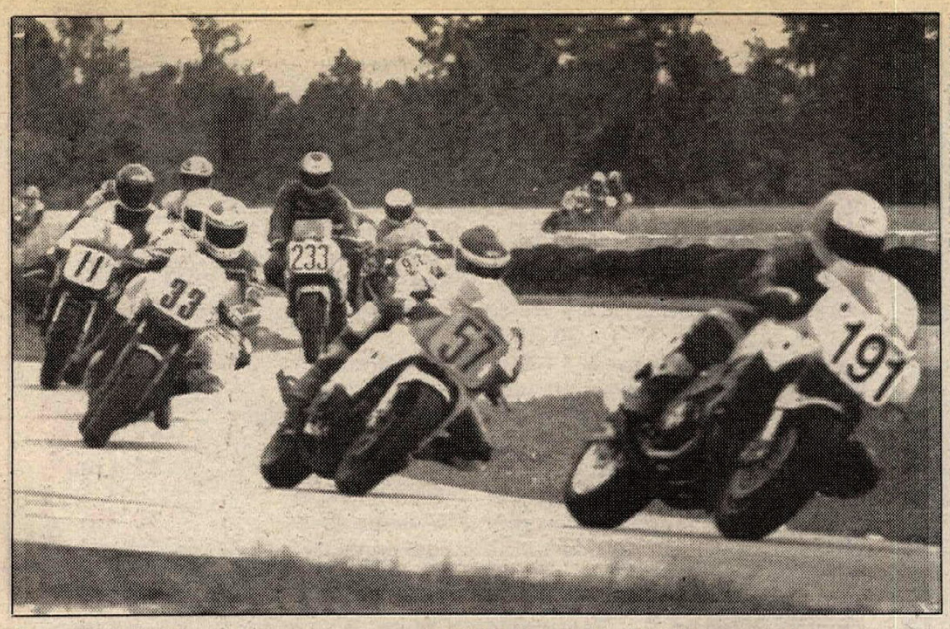


PHOTO BY JOE McKAY

Moments before the rains came, Bill Kelly leads the Moroso Motorsports Park Endurance race. Anthony Wedon wound up with the win.

World Championship Observed Trials Series: Round 9

Tarres scores fourth win in Italy

FALCADE, ITALY, JULY 19

Spaniard Jordi Tarres scored his fourth win of the '87 season in World Championship trials competition and he did it in a convincing fashion. The Beta rider finished his two laps of the 22 sections with a score of 102, soundly beating runner-up Thierry Michaud and Renato Chiaberto who finished third. Fantic-mounted Michaud logged a 117 score, while Beta-mounted Chiaberto finished just one point behind him with a 118.

The win gave Tarres a 13 point lead over defending World Champion Michaud in the battle for the '87 title. Diego Bosis, who was fourth in Italy, is third in the point standings.

Torrential rain nearly caused the event to be a wash out but hard work by the organizing club saved the trial. Flooded streams delayed the start as the organizers rerouted the course. Rain came down throughout the event and only after the last rider had finished did the sun begin to shine.

Tarres started the trial on a winning note as he cleaned the opening section. Andres Codina was the only other rider to clean the opening section which had been moved from the flooded stream onto a muddy bank.

Tarres was also the master of the second section where he was the best of the day in dropping only a one on both days.

Tarres finished the first lap with a total of 48 which was 10 better than the next best score turned in by Bosis.

The constant rain caused spectators to desert the trial after the first lap and the best trials riders in the world tackled the second lap virtually unwatched except by the section scorers.

Three sections had to be scrubbed on the second lap as they had deteriorated beyond use.

Time allowance for the trial was seven hours and 20 minutes and that seemed sufficient for the majority of riders finished within that time frame.

Results

1. Jordi Tarres (Bet) 102; 2. Thierry Michaud (Fan) 117; 3. Renato Chiaberto (Bet) 118; 4. Diego Bosis (Apr) 130; 5. Steve Saunders (Fan) 132; 6. Donato Miglio (Gar) 133; 7. Philippe Berlatier (Mon) 134; 8. Ezio Regen (Fan) 139; 9. Andreu Codina (GG) 141; 10. Tony Scarlett (JCM) 141.

POINT STANDINGS: 1. Tarres (142); 2. Michaud (129); 3. Bosis (123); 4. Saunders (108); 5. Gabino Renales (77); 6. Courturier (67); 7. (TIE) Codina/Berlatier (58); 9. (TIE) Chaberto/Scarlett (56).

Zahrt doubles at Glen Helen MX

By David A. Procida

SAN BERNARDINO, CA, JULY 19

Kenny Zahrt zapped overall wins in both the 250cc Pro class and in the Expert Vet Class at Don Brown's Glen Helen Raceway.

When the gate fell for the combined 125/250cc Intermediate/Pro race 125 Honda-mounted Mike Pascarella jumped out to an early lead. Close behind and first 250cc rider was FMF/White Bros.-sponsored Tom Engle on his Suzuki and Jerry Black. Black got by Engle within the lap and set his sights on Pascarella. With Engle in tow, Black started to close the gap. Behind Engle there was a battle for the next three positions with Yamaha-mounted Danny Bartholomew attemping to hold off Axo-backed Zahrt and Murray Shackleford.

Zahrt fell victim to Shackleford on the next lap and Shackleford was soon dueling with Bartholomew. As the duo emerged from the back section of the course, Bartholomew was now in front of Shackleford. Back up front, Black was charging hard and had Pascarella in his sights when he went down in a heavily-rutted corner, letting Engle sneak by. Black remounted in third and put on a charge that took him past Engle on the next lap.

Zahrt came alive late in the moto with a charge of his own and was soon in third place behind Engle. As the checkered flag fell to end moto one Pascarella took the overall and finished as first 125cc Pro. Black scored the 250cc Pro win with Engle and Zahrt rounding out the top three slots.

At the start of moto two Engle led the pack with his second holeshot of the day and was in the fast company of Zahrt and Black. At the start of lap two a collision between Black and Zahrt forced Black to pit to straighten his handlebars. Black reentered the race a lap down.

Out in front was Pascarella, but close behind came Zahrt with Engle in a battle for first 250cc class honors.

Late in the moto Zahrt zapped Engle for the lead and overall win in the 250cc Pro class with Engle going 2-2 for second overall. Pascarella was 125cc Pro and overall winner of both motos.

PHOTO BY DAVID PROCIDA

Mike Pascarella won the 125cc Pro class at Glen Helen.

Results

SR INT: 1. John White; 2. George Spearing (Hon); 3. John Tartaglia (Hon).

VET BEG: 1. Robert Zimman (Hon); 2. Steve Carter (Yam); 3. Mark Dennis (Hon).

VET NOV: 1. Mike Rochestel (Hon); 2. Bob Adams (Hon).

VET INT: 1. Frank Mieray (Yam); 2 Ken Dickson (Hon).

VET EX: 1. Ken Zahrt (Hon); 2. Terry Davis (Hon).

80 STK BEG: 1. Jack Cox (Kaw); 2. Richard Jenkins (Kaw); 3. Karl Hoclker (Kaw).

80 STK NOV: 1. Damon Kemp (Yam); 2. Brian Teets (Kaw); 3. Tony Suler.

80 INT: 1. Jesse James (Suz).

125 BEG: 1. Bob McDanial (Hon); 2. Jeff Moore; 3. Mark Wilson.

125 NOV: 1. Robert Birney (Hon); 2. Daryl Hawkins (Hon); 3. Jeff Pennington (Kaw).

125 INT: 1. Bubba Erickson (Suz); 2. Jeff Barbacovi (Yam); 3. Mike Chamberlain (Yam).

125 PRO: 1. Mike Pascarella (Hon).

250 BEG: 1. Greg Ross; 2. Harvey Bohman; 3. Jeff Moore (Hon).

250 NOV: 1. Dennis Urban (Kaw); 2. Daryl Hawkins (Hon); 3. James Cartmell (Hon).

250 INT: 1. Tim Telford (Hon); 2. Darrin Hoeft (Hon); 3. Todd Broussard (Yam).

250 PRO: 1. Ken Zahrt (Hon); 2. Tom Engle (Suz); 3. Rod Richardson (Kaw).

500 BEG: 1. Jack Kell (Yam); 2. Terry Puls (Hon); 3. Marty Westerman (Kaw).

500 NOV: 1. Ron Gilbert (Hon); 2. Tom Smith (Hon); 3. Danny Daoust (Yam).

500 INT: 1. Kelly Doyle (Hon); 2. Steve Morrison (Kaw).

500 PRO: 1. Ron Malone (Yam); 2. Steve Morrison (Kaw); 3. Neil Summers (Yam).

Wedon tops Moroso Endurance

By Joe McKay

W. PALM BEACH, FL, JULY 19

Anthony Wedon snuck away with the Moroso Motorsports Park Endurance win, despite heavy rains.

The 100 Mile Endurance race got off with the largest field ever at Moroso just before a nasty rain storm hit. With eight laps in the bag the rains came along with several off road excursions. The red flag was thrown out to clean up the carnage. After several minutes the race was restarted in a light drizzle. Rick Shaw, who had led the first segment ahead of Bill Kelly, quickly jumped out in front again. On the fourth lap the rains returned. Both Kelly and Shaw were on slicks as were most of the other riders. As the speed demons got off the track the sure-footed riders started to show their stuff. Among them was Wedon, riding his Kawasaki 750 sponsored by Pompano Pete's East Coast Cycle/Jaw Beverage/TD Racing, who found himself going faster than anyone else. Several times it looked like he was going to fall in turn one but managed to stay up and win the race. It was Wedon's return to racing after several months off.

Newton Heston, who lost the GTU class last month on a scoring error, came back this race to avenge himself. Newton rode his Honda to victory in the GTU class.

Scott Cantrell powered his Suzuki to wins in Formula One and Unlimited Superbike classes and finished second in the Heavyweight Supersports class. Cantrell also finished third in the $1000 shoot-out.

Don Jacks rode his Honda Hurricane to three first place finishes. He showed his stuff in the rain, and in the sun, capturing Middleweight Supersports, Formula Two and Middleweight Superbike honors.

Hoffman hauls at Lodi Short Track

By Mikki McBride

LODI, CA, JULY 18

Harley-Davidson-mounted Sal Hoffman scored the victory in the Pro-Am class at Lodi Cycle Bowl's regular Saturday night short track.

In the Pro-Am main event, Hoffman grabbed the holeshot ahead of Rotax rider Steve Mayfield, Mark Key came off third on a Harley, followed by Mike Gresham on a Rotax. Hoffman began pulling ahead of the pack and stretching out a large lead. Key went wide in turn three which allowed Gresham and McDowell to pass on the inside and take over third and fourth, respectively. Gresham was pressuring Mayfield for second, while Key stayed in fifth.

At the half-way mark, Gresham drove under Mayfield to take over the second spot, with Hoffman still way out in front in the lead. Mayfield lost the third spot to McDowell late in the race when he took a wide line going into turn one. Key also managed to overtake Mayfield for fourth at the white flag and all positions held to the finish with Hoffman coming in first, a fourth of a lap ahead of second place rider, Gresham.

In the 500cc Open Expert main, Gresham grabbed the holeshot ahead of Jimmy Sanchez in second and Hoffman in third. Rotax-mounted Michael Arthur was in fourth and Jim Long in fifth. Arthur dropped back as Bobby McDowell shot through the pack coming out of turn two to take over the second spot. Gresham and McDowell, in first and second, pulled out to a large lead ahead of the pack where they remained. Long got around Sanchez to take over third at the finish with Arthur coming in a close fifth.

In the 60cc Novice/Junior class, Honda rider John Mitchell came off the penalty line in the heat and last off the line in the main showed his superb riding skills after a long absence from Lodi. Mitchell rode hard through the pack to catch and overtake Kawasaki rider, Sammy Sabedra in both races, with Sabedra holding on for second both times followed by Eric Bostrom on a Honda and Steven Hlebo on a Suzuki.

Results

P/W B: 1. Aaron Gayle (Yam); 2. Kenny Schneider (Yam); 3. Tony Souza Jr. (Yam); 4. Derel Phillips (Yam).

P/W C: 1. Wade Garrison (Yam); 2. Cloyse Holland (Yam); 3. Michael Frey (Suz).

60 NOV/JR: 1. John Mitchell (Hon); 2. Sammy Sabedra (Kaw); 3. Eric Bostrom (Hon); 4. Casey Yarrow (Kaw).

VET NOV/JR: 1. Dave Bostrom (Hon); 2. Gary Dordeiro (Hon); 3. James Hodgin (Yam); 4. Kenneth Peschel (Rtx).

VET EX: 1. John Taylor (Rtx); 2. Mark Butler (Yam); 3. Allen Yarrow (Yam); 4. Paul J. Warne (Tho); 5. John Hlebo (Yam).

80 NOV: 1. Steven Hlebo (Suz); 2. Ben Bostrom (Hon); 3. Aaron Arcemont (Yam).

80 JR/EX: 1. David Sanchez (Yam); 2. Martin Montes (Kaw); 3. Herbert Callen III (Hon); 4. Chad McBride (Kaw); 5. Anthony Freeman (Hon).

250 NOV: 1. Ronald Knight (C-A); 2. Tim Selby (C-A); 3. Robby Peichoto (Yam); 4. H.P. Hyatt (Yam); 5. John Navarec (Hon).

500 NOV: 1. Jeff Elgersha (Yam); 2. William Rider (Hon); 3. Jed Hill (Hon); 4. Dwane Francisco (Hon); 5. Albert DeHoyos (Yam).

500 JR: 1. Danny Cahoon (Rtx); 2. Francis Shine (H-D); 3. Dave Bostrom (Hon); 4. Paul Polhemus (Rtx); 5. Tim Selby (Hon).

500 EX: 1. Mike Gresham (Rtx); 2. Bobby McDowell; 3. Jim Long (Hon); 4. Jimmy Sanchez (Hon); 5. Michael Arthur (Rtx).

PRO-AM: 1. Sal Hoffman (H-D); 2. Mike Gresham (Rtx); 3. Bobby McDowell (Hon); 4. Steven Mayfield (Rtx); 5. Mark Key (H-D).

PHOTO BY CHET CARMAN

Runner-up Danny Elders leads eventual winner Greg Smith during 450cc Superbike action at Pueblo Motorsports Park in Colorado.

Elders hot, Hopperstad wins Pueblo RR

By Chet Carman

PUEBLO, CO, JULY 19

Colorado Springs' Danny Elders aged a few years in his first-ever serious run on the coveted Mountain Roadracing Association's number one plate at Pueblo Motorsports Park's high-speed 2.25-mile road race track. The aging factor was primarily the unusually high temperatures (unofficial estimates ranged from just over 90 to just over 250 degrees), combined with an all-night shop session Saturday night getting his new Alpine Suzuki-sponsored GSXR Superbike ready to race. In a late week testing session, it was discovered that the wrong wheel spacer had been installed by the bike's previous owner, Aussie AMA Superbike competitor Galen Taylor. Elders barely got the damage repaired in time to go racing with it.

More teething pains cropped up early Sunday morning in the form of an AWOL countershaft sprocket nut, gears that liked to leap away from one another without permission and a cylinder on periodic sit-down strike due to fuel-feed problems.

The wraith-thin, 27-year-old ex-motocrosser, also sponsored by BG Lubricants, after struggling through 10 starts, including three heat races (all races were "heat" races this day), finally collapsed in the pits and vented Gatorade coolant all over the ground.

Elder's best finish was a second in 450cc Superbike, where he thrilled spectators, corner workers and himself by flogging his Alpine 250 Gamma Suzuki, using up tires and backing it into corners against various bigger, more powerful machines. He would have had a second place in the Formula Colorado class, where his Gamma was gridded on the pole, but a jumped start, followed by a mix-up regarding where he was supposed to regrid, resulted in a one-lap penalty which dropped him from second to 12th. (Elders is filing a letter of grievance to try and salvage some points.)

It was unsure at presstime whether Elders is still ranked second in MRA overall points behind defending '86 and '87 Champion, John Hopperstad.

Boulder Yamaha/BMW rider Hopperstad put in yet another day of consistent top-five finishes. Should Hopperstad retain number one for 1988, it would be a first in MRA history.

Open and 750cc Production Champion Ricky Orlando, also of Boulder, challenged Hopperstad in the Open Production class until a thrown chain propelled Orlando from second to DNF.

David Old, of Santa Fe, New Mexico, generated the most excitement of the day (except for the impromptu wet-everything display by the water spigots at day's end) by setting a new unofficial track record of 1.37:30 aboard his ultra-trick, ultra-fast, ultra-exotic, ultra-high cubic dollar NS500 Honda. Just before his record lap, Old was considering dropping out due to heat and fatigue. Hmmm . . . he should feel so bad more often. Old finished second in Formula One.

There were few crashes of note; Colorado Springs' Bob Hicks went down at high speed at the end of Pueblo's quarter mile-plus front straight, Donny Hough bailed into the fast turn-one dirt in a horrible-looking incident that produced a dust cloud resembling a 1950s A-bomb test at White Sands, and Tim Banname totalled his bike in a heat race. Hough and Banname escaped with mostly financial injuries while Hicks is out for the season, partly due to the expense of rebuilding his GSXR for the second time this year, buying a set of new leathers and partly due to the time required to grow a quantity of new skin.

Results

600 S/BK: 1. Danny Walker; 2. Chuck Lee; 3. John Hopperstad; 4. J.T. Terry; 5. Greg Smith.

600 PROD: 1. Donny Hough; 2. David Old; 3. Ricky Orlando; 4. Deiter Lane; 5. Danny Walker.

OPEN S/BK: 1. Geoff Cesmat; 2. John Hopperstad; 3. Deiter Lane; 4. Kurt Dimick; 5. Greg Curtis.

F-COLO: 1. Keith Kiyota; 2. Tony Stengel; 3. Kurt Dimick; 4. John Hjelm; 5. Merlyn Plumlee.

750 PROD: 1. Ricky Orlando; 2. Dan Turner; 3. Geoff Csemat; 4. Skeeter Jacobson; 5. Aaron Turner.

OPEN PROD: 1. John Hopperstad; 2. Aaron Turner; 3. Dan Turner; 4. Skeeter Jacobson; 5. Guy Clasen.

450 S/BK: 1. Greg Smith; 2. Danny Elders; 3. John Hopperstad; 4. Geoff Cesmat; 5. Mike Cunningham.

NOV: 1. Bryan Flanagan; 2. Randy Miller; 3. Howad Miller; 4. Bill Paratee; 5. John McCauley.

AM: 1. Arthur Barnes; 2. Randy Miller; 3. Bryan Flanagan; 4. Bill Paratee; 5. Ed McSwain.

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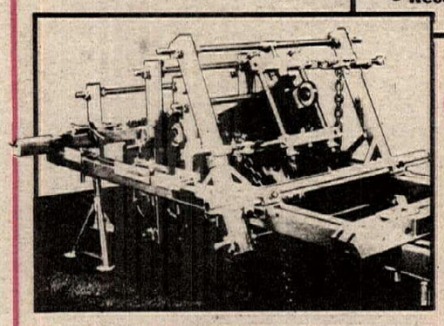

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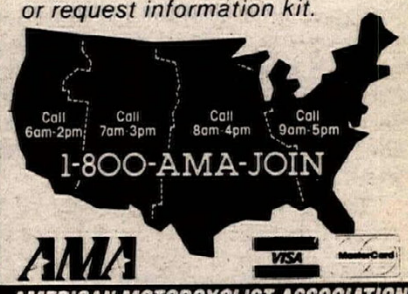

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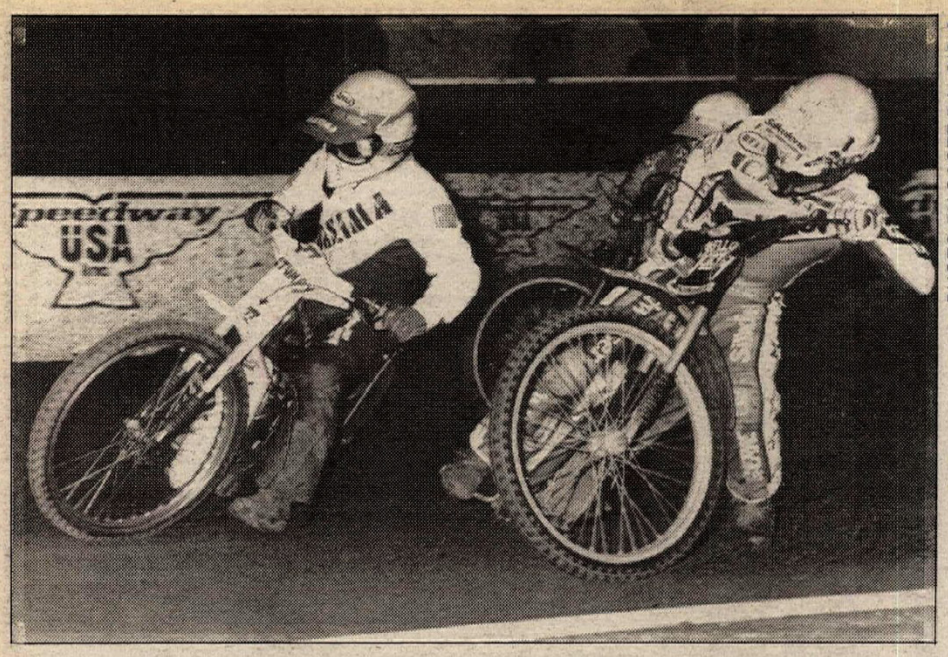


PHOTO BY SCOTT DALOISIO

Bobby Schwartz sliced his way through traffic at Speedway USA to win the Scratch main; here he sets up Richard Perkins.

Ferrell flies at Speedway USA

By Scott Daloisio

VICTORVILLE, CA, JULY 25
Dubb Ferrell came out the big winner at Speedway USA when he won the eight-lap Handicap main event and placed second to Bobby Schwartz in the Scratch main.

Ferrell was the "Rider of the Week" at the southern California speedway facility and that brought him to Speedway USA for the second consecutive week.

Ferrell's first main event for the evening was in Scratch racing competition. He entered that event perfect on the Scratch side of the ledger and he had recorded a win over Schwartz in their semi. In fact it took some last lap heroics for Schwartz to even get into the Scratch main. Scotty Brown had been fighting off the advances of the 1986 National Champion but when he drifted a little too far off the pole on the final lap, Schwartz shot under him and made it to the main.

The first attempt to run the four lapper got as far as the first bend. Schwartz, out of three, and Ferrell, out of two, were racing for the first turn when Ferrell ended up sailing over the bars and landing head first against the crash wall. Ferrell was shaken but after a couple of minutes, he scrambled to his feet and prepared for the restart.

Schwartz had the Budweiser/Silkolene/C.T.I. Brace/Justice Brothers/Bell Weslake in the lead immediately, on the restart, but Ferrell wanted to change things. He got inside in turn two and momentarily edged his front tire into first but Schwartz rode around him on the back chute.

Ferrell parked as they came out of turn four the first time and that forced Keith Larsen to take evasive action. That was all Schwartz needed and he ran away. The race ended three laps later with Schwartz scoring a big win over Ferrell, Steve Lucero and Larsen.

Things were a little different for Ferrell in the Handicap main. Local rider Tony Bienert had the lead from the short yardage at the start but Ferrell, from the 40, was weaving his way through traffic.

He polished off Scott Brant for second in turn two on lap two and before the lap had ended, he had the PAX Racing/Puente Ready Mix/JR Concrete Pumping/Cirello Racing/STP Weslake in the point position. After putting Bienert back in second, Ferrell moved it out.

Bienert went wide in the first bend on lap three and moved from second to fifth. Brant moved back into second with Tuff McBride third. Try as they might, nobody was going to catch Ferrell, and he won by half a straight. Weslake riding Brant hung on for second with McBride third and "Fast" Eddie Castro fourth.

Charlie Jones nabbed his first ever win in speedway when he outdistanced the pack in the Support class main event.

Results

SCRATCH: 1. Bobby Schwartz (Wes); 2. Dubb Ferrell (Wes); 3. Steve Lucero (Gdn); 4. Keith Larsen (Jaw).
HDCP: 1. Dubb Ferrell (Wes); 2. Scott Brant (Wes); 3. Tuff McBride (Jaw).
SUP: 1. Charlie Jones (Jaw); 2. Tom Moffett (Jaw); 3. Bob Richards (Gdn).

Ascot Speedway win to Schwartz

By Scott Daloisio

GARDENA, CA, JULY 23
Bobby Schwartz warmed up for the Budweiser American Cup Challenge by winning his 30th Scratch main in 16 outings at Ascot South Bay Stadium. On the Handicap side of the program, local favorite Doug Nicol won his first main of the season when he easily paced the eight lapper.

Schwartz, who has been named captain of the USA squad for the American Cup Challenge, was superb in Scratch racing. Coming into the main he had won his two preliminary races and like the case has been most of the season at Ascot, that propelled him on to the win in the main.

The magic touch came through once again as Schwartz drew the pole for his Budweiser/Cirello Racing/C.T.I. Brace/Silkolene/Oakley Weslake. As usual, he was the first rider to reach the first bend. The pack stayed within striking distance until they came off turn two for the first time, but Schwartz pegged the throttle and quickly opened up a huge lead.

Robert Pfetzing moved into second by the end of the first circuit and he knew he would have to make the outside work if he had any hopes of catching Schwartz. Pfetzing saw his hopes end when he wheelied off turn two on the second circuit. That also ended the victory aspirations of Bobby Ott as he had to park to avoid hitting Pfetzing.

When the checkered flag came out, it was Schwartz over Pfetzing by four bike lengths. Third went to Ott with Steve Lucero fourth.

Scott Brant copped at the start of the Handicap main, but Kurt Nicol, on the Elite Corp./Russ Elliott/Dan Thurson/Ascot/Bates/David Shigimatsu Weslake, began to hound him immediatedly. Nicol found a hole on the inside and he wrestled the point position away from Brant as they went down the back chute the first time.

Once at the head of the field, Nicol was gone. Tuff McBride came out of the start in third and he maintained that position until lap three when former British Champion Phil Collins streaked by.

At the halfway point, Nicol had a big lead over Brant and Collins. Far behind them, McBride was busy trying to fend off the charges of Schwartz, Gary Hicks, Lance King and Pfetzing. That was one of the best fights of the night.

When the checkered came down and ended the proceedings for the night, it was Nicol well out in front of Brant, Collins, Hicks and McBride.

Results

SCRATCH: 1. Bobby Schwartz (Wes); 2. Rob Pfetzing (Wes); 3. Bobby Ott (Gdn); 4. Steve Lucero (Gdn).
HDCP: 1. Doug Nicol (Wes); 2. Scott Brant (Wes); 3. Phil Collins (Wes).
SUP: 1. Shane Diiullo (Wes); 2. Jon Boyer (Wes); 3. Andy Johnson (Wes).

Ott hot at IMS Speedway

By Scott Daloisio

SAN BERNARDINO, CA, JULY 22
"Showtime" Bobby Ott has Inland Motorcycle Speedway dialed. Ott was the big winner on the tiny dirt oval for the third time in the last four weeks as he won the Scratch main event.

Ott, who the week before beat both Mike Faria and Bobby Schwartz in a Scratch semi and then came back to beat Faria once again in the four lap main, was perfect on the night. He went three for three and after his final outing, he was presented with a set of steak knives, as his trophy from Cycle Rider, Inc.

Ott was challenged by John Sandona, Phil Collins and Dubb Ferrell in the four lapper. Sandona and Collins haven't made a lot of IMS mains in 1987 while Ferrell competes at the track infrequently.

Ott was out of two on the start with Ferrell coming from the pole. Ott, Cirello Racing/STP/Arai/Backstreet Limousine/Racecrafters Godden, beat Ferrell into the first bend and from that point on, it was a war. Ott manned the outside while Ferrell took the short route around on the pole. Time after time Ferrell would come up to challenge for the lead but Ott would maintain a slight advantage as they powered into the next bend.

On the final lap, it looked as though Ott had the win for sure but as they came off the final corner, Ferrell got a good drive. He closed on Ott but when the checkered flag came out, it was Ott by a half a bike length. Sandona was third with Collins fourth.

A few minutes later, it was time for the eight lap Handicap main event and Ferrell, Collins and Sandona were all a part of the festivities. The event featured all back yardage riders. Keith Larsen, Ed Castro, Scott Brant, Bart Bast, Ferrell and Sandona were 30 yard line starters. Steve Lucero, who won the 1985 California State Championship on the same track, was off the 40 as was England's Collins.

Larsen was the man of fortune on the night. When he arrived at the track, he wasn't even on the program. He was moved in to replace the injured Mike Faria. He was penalized for jumping the semi start but he came back, at the finish line, to narrowly edge Scotty Brown for the final transfer spot in the main.

Once in the main Larsen didn't want to waste the good fortune he had already received as he put the Vern Marshall Dywall/Nautique Sportswear/Simple Green/Highland Framers/STP Jawa into the lead and never looked back. Ferrell came home second with Bast third and Lucero fourth.

Results

SCRATCH; 1. Bobby Ott (Gdn); 2. Dubb Ferrell (Wes) 3. John Sandona (Wes); 4. Phil Collins (Wes).
HDCP: 1. Keith Larsen (Jaw); 2. Dubb Ferrell (Wes); 3. Bart Bast (Wes).
SUP: 1. Scott Welte (Jaw).

Tysor smokes Summit Point Road Race

By Michael D. Green

SUMMIT POINT, W.VA, JULY 22
Greg Tysor was in fine form at the AMACCS Regional event at Summit Point. He came away from the weekend with four wins and a pocketful of Honda dollars.

Tysor's first win came in the Middleweight Supersport event on his Continental/Shoei/Cycle Nuts and Bolts/D.I.D Honda Hurricane. He led from the flag but lost the lead to Jeff Atwell when he ran wide and off the track in turn three. Atwell led through the next two turns but then missed a downshift and crashed at low speed. Tysor cruised to victory and Atwell remounted to take sixth place.

The Middleweight Superbike and Formula Two events were repeats of the Tysor/Atwell battles with Tysor coming out on top in each race. The Georgian also took his Hurricane to a win in the Heavyweight Supersport race but crashed while challenging for third place in the Heavyweight Superbike event.

In the big-bore events, Atwell won the Heavyweight Superbike and Formula One races on his GSXR750. His lap times were the best seen at Summit Point this year and .3 second off the lap record.

Joe Lamiroult, riding at the track for the first time, was the winner of the Supertwins race on his Ducati 750FL after getting off to a slow start. Blaine Paulus was an early leader on his B.P. Cycles Le Mans but slowed when the clutch cable broke on the big twin.

In the Novice class Pete Calles was the winner on his ex-Jimmy Adamo, Ducati over Bob Griffiths on his ex-Dr. John Moto-Guzzi.

Results

M/W S/SPRT EX: 1. Greg Tysor (Hon); 2. Chris Martone (Hon); 3. Bruce Baldus (Hon); 4. Larry Scholl (Hon); 5. Doug Tosten (Hon).
M/W S/SPRT NOV: 1. Gerald Shenk (Hon); 2. Robert Wrubleski (Hon); 3. Duane Francis (Hon); 4. Mile Leslie (Hon); 5. Jules Prins (Kaw).
H/W S/SPT EX: 1. Greg Tysor (Hon); 2. David Smith (Suz); 3. Glenn Szarck (Yam); 4. Chris Bloch (Hon); 5. Larry Gruen (Suz).
H/W S/SPT NOV: 1. Randy Hess (Yam); 2. Charles Elstner (Hon); 3. Kyle Jones (Suz); 4. Paul Youngman (Yam); 5. John Marunich (Suz).
U/L S/BK EX: 1. Bruce Nield (Hon); 2. Glenn Szarck (Yam); 3. Herbert Williams (Yam); 4. Chris Quinn (Yam); 5. Tony Rauseo (Hon).
H/W S/BK EX: 1. Jeff Atwell (Suz); 2. Glenn Szarck (Yam); 3. Herbert Williams (Yam); 4. Chris Quinn (Yam); 5. Larry Gruen (Suz).
H/W S/BK NOV: 1. Charles Elstner (Hon); 2. Kyle Jones (Suz); 3. Randy Hess (Yam); 4. Charles Neighoff (Yam); 5. Michael Gardner (Hon).
M/W S/BK EX: 1. Greg Tysor (Hon); 2. Jeff Atwell (Hon); 3. Chris Martone (Hon); 4. David Murray (Hon); 5. Chris Bloch (Hon).
M/W S/BK NOV: 1. Mark See (Yam); 2. Robert Wrublevski (Hon); 3. Bill Martin (Kaw); 4. Duane Francis (Hon); 5. Robert Scholl (Hon).
L/W S/BK EX: 1. Mark Long (Yam); 2. Cliff Bigoney (Yam); 3. David Muray (Yam); 4. Thomas Kerr (Yam); 5. Jeff Applebee.
L/W S/BK NOV: 1. Craig Shambaugh (Kaw); 2. Richard Bolen (Yam); 3. Kirk Demadaler (Yam); 4. John Widholm (Yam); 5. Gerhardt Dohmeir (Yam).
F-1 EX: 1. Jeff Atwell (Suz); 2. Bruce Nield (Hon); 3. Joe Nelson (Yam); 4. Glenn Szarck (Yam); 5. Larry Scholl (Suz).
F-2 EX: 1. Greg Tysor (Hon); 2. Jeff Atwell (Hon); 3. Chris Martone (Hon); 4. Steve Harrison (Hon); 5. David Murray (Hon).
F-2 NOV: 1. Mark See (Yam); 2. Robert Wrublevski (Hon); 3. Duane Francis (Hon); 4. Bill Martin (Kaw); 5. Robert Scholl (Hon).
S/TW EX: 1. Joseph Kanuriykt (Duc); 2. Blaine Paulus (M-G); 3. Bob Hanbury (Yam); 4. Devin battley (BMW); 5. Mark Butler (Suz).
S/TW NOV: 1. Pete Calles (Duc); 2. Bob Griffiths (M-G); 3. Mike Tiberio (M-G); 4. Bill Weidner (Duc); 5. Barry Hellman (Cag).

100 ENDUR GTO: 1. David Smith (Suz); 2. Bruce Nield (Hon); 3. Clarke Ohrstrom (SUz); 4. Arthur Diaz (Hon); 5. Tommy Koch (Suz).
100 ENDUR GTU: 1. Jeff Atwell (Hon); 2. Chris Martone (Hon); 3. Chris Bloch (Hon); 4. Steve Harrison (Hon); 5. Robert Von Nessen (Yam).
PREMIER 500: 1. Alan Rae (H-D); 2. Pete Johnson (Hon); 3. Pat Moroney (H-D); 4. Dick Miles (Vel).
F-750: 1. Pete Johnson (Tri).
L/W 1: 1. Nick Phillips (Duc); 2. Kenneth Baker (Duc).
L/W 2: 1. Wendell Ware (Duc); 2. Nick Phillips (Duc); 3. Kenneth Baker (Duc).
SPTSMN 500: 1. Glenn Lowery (Tri); 2. Gregg Wills (BSA); 3. John Lowery (Tri); 4. Jerry Gillen (BSA); 5. Doc Batsleer (Hon).
SPTSMN 650: 1. Dick Greenway (Tri); 2. Jon Stauffer (Hon).
SPTSMN 750: 1. Robert Smith (Tri); 2. Chuck Chirlo (BMW); 3. Ed Kerns (Nor); 4. Bob Romiti (BMW); 5. Joe Taylor (BSA).
2-STRK GP: 1. Keith Tonyou (Yam).
PRE-1950: 1. Mark Samuelson (Nor); 2. Mike Smith (Tri); 3. Al Knapp (H-D): 4. Bob McKeever (Nor).
PRE-WAR: 1. Doc Batsleir (Ind); 2. Beno Rodi (BSA); 3. George Wilson (H-D).

Smith/Krause top Jackrabbits Dual HS

By Anne & Tom Van Beveren

TEAGLE WASH, CA, JULY 18-19

Top desert racers shared the honors in a weekend of fast-paced action at the Jackrabbits M.C. Dual Hare Scrambles team event, held just north of Red Mountain.

Dan Ashcraft set the pace for the first race of the weekend. Riding solo on a CR500, the Team Honda ace turned in a pair of record-setting 28-minute lap times on Saturday's 25-mile course and took the checkered flag by a comfortable two-minute margin.

It was a different story in Sunday's race when the unlikely combination of Honda privateer Paul Krause and Team Husky's Dan Smith pulled out all the stops to completely dominate the action.

The two-day, two-course, two-man team format was a first in hare scrambles competition and provided a welcome change from the summer's usual round of European scrambles.

The lead-off riders lined up for the start of Sunday's race on the west side of Trona Road, facing an uphill run to the smoke bomb. The banner dropped just after 9 a.m. and Krause gunned his CR500 off the line to grab the number one spot.

Krause picked a fast line on the bomb run and was seven seconds ahead as he swept through the black smoke on top of the first hill and disappeared into the 28-mile course. Pushing hard in second was YZ250 pilot Mike Sixbery, with Brett Howell, KTM-mounted Mark Zoller and Kawasaki rider Mike McDonald hard on his heels.

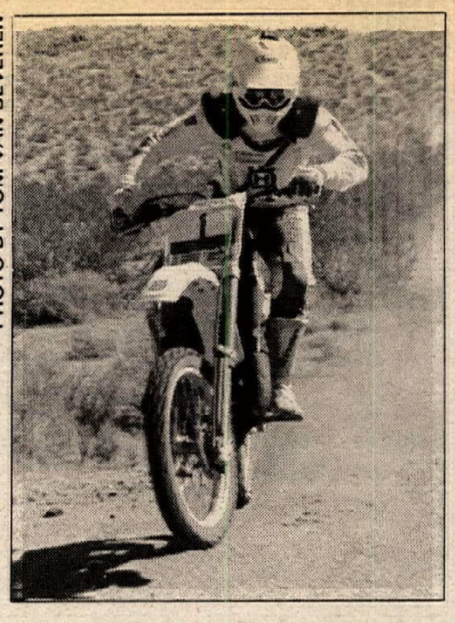
While the leaders were off and running, Ashcraft was starting slowly. "A rider crashed right off the start and ended up lying in my path so I couldn't go anywhere, and once I got past it was so dusty you just had to take it easy," said Ashcraft,

As the leaders hit the 15-mile mark, Krause was still out in front, hard on the gas in an effort to shake the tenacious Sixbery, when all of a sudden the hard-charging Vet took a wrong turn and disappeared from second place. Zoller and Cliff Thomas moved up to battle it out for second overall.

Krause had stretched the lead out to almost a minute when he slid his CR500 into the pits, and Smith was determined to make the most of the team's winning margin as he gunned his 500XC Husky into his loop of the course.

Racing through the pits in second overall was Brett Howell, who handed over to Kenny Parry, with Zoller clearing the halfway point in third overall. Hard on Zoller's heels was Thomas' YZ250-mounted teammate Darin Cartwright. Jim Eveland took over from Sixbery in fifth overall.

PHOTO BY TOM VAN BEVEREN



Dan Smith (above) teamed with Paul Krause to win the Jackrabbits M.C. Dual Hare Scrambles.

Out in front of the pack, Smith enjoyed a trouble-free ride on his two-stroke mount and swept in to take the checkered flag with more than a minute to spare.

The second bike to cross the finish line was a YZ250 piloted by Cartwright. Cartwright, who took over from teammate Thomas at the halfway point, came on strong in loop two and picked off two of the front-running riders.

"Cliff had us in fourth going into the pits and I passed Zoller and Parry in the last loop," said Cartwright.

McDonald powered past three riders to grab third overall and the honors in the Vet division, finishing just a few seconds behind Cartwright.

McDonald was followed in by Vet 250 rider Zoller, who like McDonald, captured first in class for the second day running. Zoller finished sixth overall in Saturday's race.

Honda's Dan Ashcraft worked his way up through the pack right up until the time he crossed the finish line, scoring a fifth overall to go with Saturday's win.

Ashcraft was followed in by Eveland, who took sixth overall for the Eveland/Sixbery Vet team after a crash late in the loop let McDonald and Ashcraft slip past. Hallgath streaked in just seconds later to take win number two in the 125cc division (he also topped the class on Saturday).

Coming in less than a minute behind Hallgath was another YZ125 piloted by John Braasch, who captured eighth overall with the help of teammate Ron Jennings.

Unofficial Results

SUNDAY
O/A: 1. Paul Krause/Dan Smith (Hon/Hus); 2. Cliff Thomas/Darin Cartwright (Yam/Yam); 3. Mike McDonald (Kaw); 4. Kenny Parry/Brett Howell (Yam); 5. Mark Zoller (KTM).
OPEN EX: 1. Paul Krause/Dan Smith (Hon/Hus); 2. Dan Ashcraft (Hon); 3. Kirk Kovaleff
250 EX: 1. Cliff Thomas/Darin Cartwright (Yam/Yam); 2. Kenny Parry/Brett Howell (Yam).
VET OPEN EX: 1. Mike McDonald (Kaw)
VET 250 EX: 1. Mark Zoller (KTM); 2. Mike Sixbery/Jim Eveland (Yam/Yam)
SR 250 EX: 1. Ron Hall/Steve Thompson (Suz/Hon); 2. Bob Ashcraft/Earl Schler (Hon);
S/SR: 1. Willy Eveland/Jim Main; 2. George Walker/Ed Farrell (Hon); 3. Mike Hinshaw/Curt Horst (Hus).
WMN EX: 1. Lori Conway/Diane Holeman; 2. Vicki Scott (Kaw).
OPEN AM: 1. Randy McIntyre/Kirk Kovaleff; 2. Roger Clapp/Abe Baumann; 3. Mike Korenwinder (Hus).
250 AM: 1. David Becker/Derrick Paiement (Hon); 2. Michael Burke/David Byrd (Yam).
125 AM: 1. Rob Kraft/Joe Kraft (Yam); 2. Chris McDonald/Charlie Barney (Yam); 3. Marc Schneider/Jon Jones (Yam).
VET OPEN AM: 1. Mike McKeever/Ken Smith; 2. Myron Lapka/Mark Kiel.
VET 250 AM: 1. Ken Carpenter/Chris Parr.
SR OPEN AM: 1. Rex Pitts/Dick Meyer.
OPEN NOV: 1. Jeff Sanborn (Hon); 2. Danny Reider/Kurt Seaman (Kaw).
250 NOV: 1. Brian Fay (Hon).
125 NOV: 1. Brad Alexander/Robert Laflin (Yam).
VET NOV: 1. Kurt Randall/Ron Pinion (Yam/Yam).

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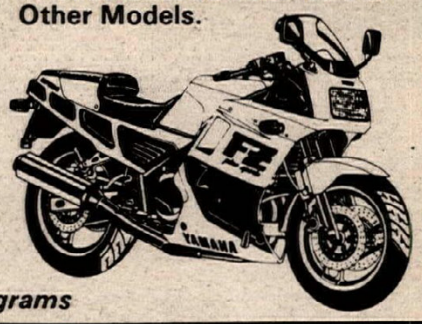

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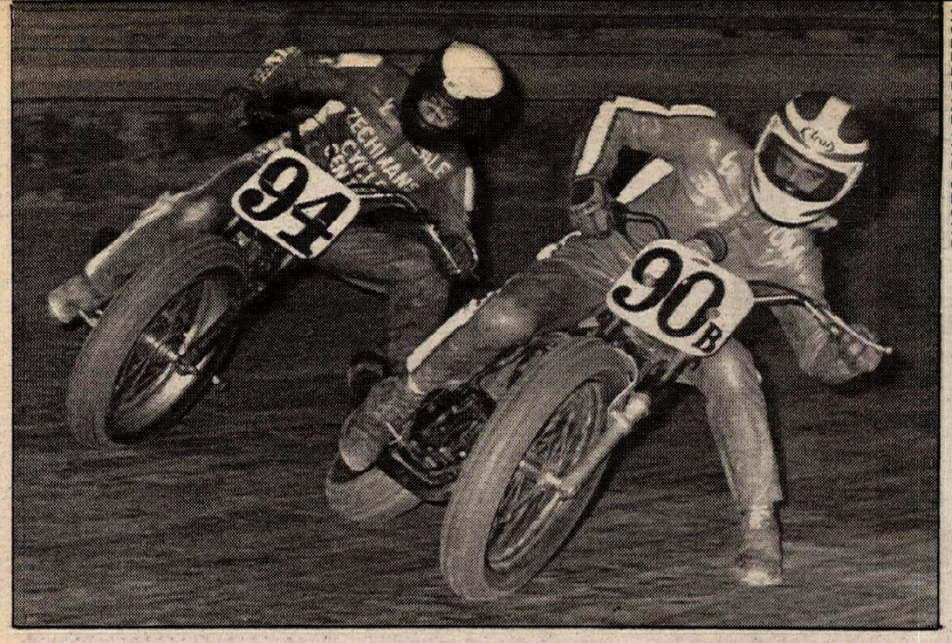


PHOTO BY LEN BREECH

Dale Gingrich (94) won the 600cc Expert final in Hanover following a fierce battle with Tom Cerciello (90B), who finished fourth.

Rickman rips Richmond ST

By Joe Kelly

RICHMOND, VA, JULY 15

Chris Rickman proved to be the dominant force at Wednesday's round of the short track racing at the Virginia State Fairgrounds. Rickman picked up victories in the 250 and 500cc classes on the fairground's 1/4-mile oval.

Rickman, riding a Yamaha, got a good start in the first 250cc qualifying heat. Jay Williams, on a Honda, battled from second for three laps, then succumbed to the pressure applied by Billy Ellis. Ellis pressured Rickman, but ran out of laps. The second heat was a different story. Ellis got the holeshot with Rickman and Williams all over his rear wheel. Ellis held off the persistant challenges to win.

As the feature lined up, Ellis was having trouble with his water-cooled Honda, but he chose to compete anyway. As the light turned Ellis shot to the front, Rickman was less than a bike length behind. The two riders diced it out with neither having a clear advantage though Ellis was still in command. On the white flag lap Ellis' engine finally expired, blowing steam all over his leg and giving the victory to Rickman. Wayne Eckert finished second, after closing hard in the final laps.

Rickman showed he was for real as he blasted the field in the 500cc qualifying heat. Ellis put up a good battle, but went out after three laps. Eckert came across in second, just inches ahead of Williams.

The main event saw Ellis jump the gun and lead the field into the first turn. The event was restarted putting Ellis on the penalty line.

On the restart Rickman led the field with Honda-mounted Rusty Gaita working hard from second. Ellis was picking up positions from his rear-of-the-pack start, on lap four he was in third. As the halfway flags flew Ellis had closed to less than a cycle length behind Gaita. Again, it wasn't to be. Ellis' leg was badly scalded from the earlier encounter, and the pain would not let him keep going. Rickman held a good lead over Gaita at the checkered flag, for the win, while Jay Williams closed on Gaita's rear wheel as the laps ran down.

Results

250: 1. Chris Rickman (Yam); 2. Wayne Eckert (Yam); 3. Jay Williams (Hon).
500: 1. Chris Rickman (Yam); 2. Rusty Gaita (Hon); 3. Jay Williams (Hon).
50: 1. Chris Copley (Yam); 2. Kenny Long (Suz); 3. Ben Walters (Suz).
60: 1. John Nickens (Suz); 2. Mike Hacker (Hon).
80: 1. John Nickens (Suz); 2. Mike Hacker (Suz); 3. Michael Haas (Hon).

Wood nails Sacramento MX

By Nuklear Neukam

SACRAMENTO, CA, JULY 17

Malcolm Smith/DMC/Fairfield Kawasaki-supported Dave Wood rode a consistent race to win the Pro class in the MotoBowl at Sacramento Raceway Park's regular Friday night Stadium Motocross races.

In the first combined Pro class Kawasaki-mounted Ron Allen pulled the holeshot and motored in to the win, while Wood kept his Kawasaki KX250 in second to the checkered. Kraig Constantino finished third aboard his Yamaha YZ490 while Honda CR125-mounted Greg Tirheimer had to settle for fourth after crashing while challenging Wood for second.

Hi-Point-backed Honda rider Shaun Wooten was hot in the second moto and flew into the first turn, dueling with Kawasaki-mounted Shawn Freiling and Wood. Wooten was on a roll, however, and there was no stopping him this time around. Wooten flew to the win while waving at the crowd in the air off the jump in front of the stands. A sixth in the first moto, after tasting a little turf late in the moto, was still enough for second overall.

Wood got around Freiling for another second and the overall victory. Allen was stuck in sixth this moto and ended up with third overall, with Constantino (3-5) fourth overall and Jim Inglebright (5-4) fifth overall. Freiling finished the race in third, but a first moto seventh held him to sixth overall.

Results

PRO: 1. Dave Wood (Kaw); 2. Shaun Wooten (Hon); 3. Ron Allen (Kaw).
125 INT: 1. Steve Arena (Suz); 2. Russ Putnam (Hon); 3. Eddie Reed (Kaw).
250 INT: 1. Tony McGrath (Hon); 2. Steve Lawrence (Hon); 3. Scott McCoy (Hon).
50 BEG: 1. Bryan Schulz (Yam); 2. Mikee Paterson (Suz).
60 NOV: 1. Little Shawn (Kaw); 2. Ty Kim (Kaw); 3. Steven Young/Knutson (Kaw).
80 BEG: 1. Joel Wallis (Yam); 2. James Foran (Suz); 3. Ken Anderson (Kaw).
80 NOV: 1. Doug Wagner (Hon); 2. Jan Opperman (Kaw); 3. Brian Wilson (Hon).
80 INT: 1. Casey Johnson (Kaw); 2. Tagen Kim (Hon); 3. Josh Boykin (Hon).
125 BEG: 1. Doug Hoskins (Kaw); 2. Derrik Walker (Hon); 3. Jeremy Cash (Hon).
125 NOV D-1: 1. Ken Briggs (Kaw); 2. Donny Tillery (Kaw); 3. Tim Riggs (Hon).
125 NOV D-2: 1. Jason Johnson (Kaw): 2. Jerry Reiter (Hon); 3 John Shipman (Kaw).
250 BEG: 1. John Dimuccio (Hon); 2. Lee Kirk (Yam); 3. Scott Morrison (Suz).
250 NOV D-1: 1. Randy Lewallen (Kaw); 2. Matt Brown (KTM): 3. Cortney Smith (Yam).
250 NOV D-2: 1. Matt Brown (KTM); 2. Randy Jones (Suz); 3. James Sanchez (Hon).
OPEN BEG: 1. David Coates (Hon); 2. Jeremy Cash (Hon); 3. Bill Azevedo (Hon).
OPEN NOV: 1. Randy Lewallen (Kaw); 2. Jack Bucy (Hon); 3. Mark Berquist (Yam).
ENDR: 1. Marty Walden (KTM); 2. Steve Baccini (Yam); 3. Sam Soracco (Hon).
VET NOV: 1. Jack Wheeler (Hon); 2. Clark Plummer (Hon); 3. Jeff Burrows (Suz).
VET INT: 1. Richard Zakrewski (Hon); 2. Dan O'Bergin (Hon).
VET EX: 1. Cloyse Holland Jr. (Suz); 2. Mike Jennings (Kaw); 3. Gary Gallagher (Suz).

Bast, Ingels scorch Baylands Speedway

By Bill Spencer

FREMONT, CA, JULY 16

Bart Bast and Eddie Ingels are quite an item when it comes to Thursday night Speedway racing under the lights of Baylands Raceway Park. In another night of strange circumstances, Ingels rim-rode the one-seventh-mile oval for his third Handicap main event win and Bast walked away with the Scratch main victory.

While the race track had been rather heavy all night, it only made for better racing in the Handicap main as Felicio led early over Leduc and Solis, while Bast and Ingels were mired in the middle. Ingels finally took to the rim side and put together two fine laps that saw him rocketship past Bast on the last corner of the last lap to score the victory and cheers from the large crowd.

Tiron Cirello had the pole, but with Bast, Ingels and Steve Martin on hand he could only muster a midpack start. The four riders diced it up with Martin looking like he was in control with Bast in tight over Cirello and Ingels looking to go wide.

Down the back straight on lap two, Ingels took the A & A Racing/Hi-Point special to the wide side and the fans got real excited expecting one of his famous rim rides, but Ingels threw it away in turn one, ending his chance at the win. Bast made the move around Martin on the final lap to claim the win.

Kerry Puccio survived a heated battle with Joe Leonard to win his second Division Two main in just three weeks while Brian Pecore rode the Jim Williams racer to third after a first lap get-off. Mearl Barnett still has class C style left in him, but rode well enough to cop the Division Three main with Dean Newnham second over Mike Browne. Tommy Heddon held on to win the Junior main over Dustin Schroeder.

Results

SCRATCH: 1. Bart Bast; 2. Steve Martin; 3. Trinon Cirello; 4. Eddie Ingels.
HDCP: 1. Eddie Ingels; 2. Bart Bast; 3. Joe Leduc; 4. Mike Solis; 5. Vance Felicio.
D-2: 1. Kerry Puccio; 2. Joe Leonard; 3. Brian Pecore; 4. Shawn Venables; 5. Shawn Reppert.
D-3: 1. Mearl Barnett; 2. Dean Newnham; 3. Mike Browne; 4. Ron Clevenger; 5. Eric Chambers.

Gingrich grabs Trail-Way ST victory

By Len Breech

HANOVER, PA, JULY 188

Dale Gingrich survived a heated battle with Tom Cerciello in the early laps of the 600cc Expert final to take the first of his two feature wins at Trail-Way Speedway. Gingrich came back later to claim the 250cc Expert win in a fairly easy fashion. The closest race of the evening was the 750cc Expert final as the George brothers crossed the line almost even, with the nod going to the younger of the two, Eric.

Gingrich put his Zechman's Cycle Center-sponsored Yamaha in front of Cerciello, Mickey Rusden and a close battle for fourth between Richard Foard and Tom Majeski. Cercielo slipped into the lead as they entered the third turn on lap three. For the next two laps, both riders went at it almost side-by-side, until Cerciello went down hard in the fourth turn. On the previous lap, Majeski had displaced Rusden for third spot. Off the restart, the order remained the same, as Cerciello began to knife his way through the pack, moving into fifth after two laps, and moving into fourth behind Foard when Rusden bobbled on the sixth lap, dropping back a few spots.

The battle in the 250cc Expert final was over third as Gingrich and Dave Lesnick put a lot of distance between themselves and the Mike Klopp, Paul Crumling, Mike Varnes and Tom Cerciello battle for third. Crumling finally secured the third spot by the sixth lap.

Hard luck rider award for the second AMA District 6 short track in a row has to go to Cerciello as he grabbed the lead from Eric George, Nick Taylor, and Max George at the start of the 750cc final, only to have the big Triumph lock up as he came off the second turn on the second lap, narrowly avoiding getting hit from the rear by another rider. With Cerciello out, the George brothers pulled away from the field that started to resemble a battle of the fittest as a few riders failed to complete the event. They raced side-by-side, the quickness of Eric's Triumph against the raw power of Max's Harley. At the flag, it was Eric by inches, according to the scorers.

The 600cc Amateurs traded the lead three times in the opening lap, as first Gary Foard, then Jim Chapman had the lead, before Dave Smith charged past at the beginning the second lap, with Roy Collins and Dallas Baer close behind. While the top three remained very close, Baer slipped into second as they began the final lap. At the checkered flag the top three were Smith, Baer and Collins.

Results

250 AM: 1. Todd Hurst (Suz); 2. Dave Smith (Yam); 3. Gary Foard (Yam); 4. Mike Walton (Yam); 5. Barry Wolfe (Yam).
600 EX: 1. Dale Gingrich (Yam); 2. Tom Majeski (Yam); 3. Richard Foard (Rtx); 4. Tom Cerciello (Yam); 5. Dave Lesnick (Rtx).
750 EX: 1. Eric George (Tri); 2. Max George (H-D); 3. Joe Gately (Tri); 4. Clarence Bull (Yam); 5. Dan Maring (Yam).
600 AM: 1. Dave Smith (Rtx); 2. Dallas Baer (Yam); 3. Roy Collins (H-D); 4. Gary Foard (Hon); 5. Darryl Baer (Yam).
SR: 1. Richard Foard (Rtx); 2. Joe Gately (Tri); 3. Harold Hillard (Yam); 4. Joe Heberling (Yam); 5. Jay Maher (W-R).
55: 1 Ricky Winsett (Yam); 2. John Winsett (Yam); 3. Dan Halligan (Yam).
85 EX: 1. Mike Sponseller (Hon).
85 AM: 1. Jeremiah Alexander (Kaw); 2. Jason Lheureux (Kaw).
65: 1. Ricky Winsett (Kaw).
200 AM: 1. Jeff Kehne (Hon); 2. Mike Thomas (Yam); 3. Jeff Clark (Hon); 4. Dean Stolfus (Yam); 5. Denny Matson (Yam).
250 EX: 1. Dale Gingrich (Yam); 2. Dave Lesnick (Yam); 3. Paul Crumling (Hon); 4. Tom Cerciello (Yam); 5. Mike Varnes (Yam).

Henson, Norris control Idaho ST

By Mike Thuleen

BOISE, ID, JULY 14

Miller Products/Atkinson Glass/Aluma Glass/Steve Young/Team BRT/Al Russell Sport-sponsored Ricky Henson turned in an outstanding ride in the 250cc Expert main, with a still-healing hand injury, at round seven of Owyhee M.C.'s Summer Peaceful Cove Short Track, again taking the Open Expert win.

Al Russell Sports/Motion Pro Cables/Western Power Sports-backed Jeff Russell was the first one out of the hole in the 250cc Expert main, with Henson, Todd Peugh, Rod Reynolds, and Joel Huskey banged bars in the first turn.

Henson didn't waste any time attacking Russell and quickly gained the advantage in the early laps, squeezing by underneath to take over first. Then Reynolds began working on Russell. Russell fended off all of Reynolds' attempts for several laps until Reynolds made a bold move on the inside to gain control of second.

Reynolds strove to catch Henson, but had to be content with second, as Henson cruised in for the win. Russell captured third, despite Peugh's constant challenges, while Huskey finished a strong fifth.

"The thing about MOTORCYCLIST and DIRT RIDER . . . is that they have integrity."

—Suze Mann

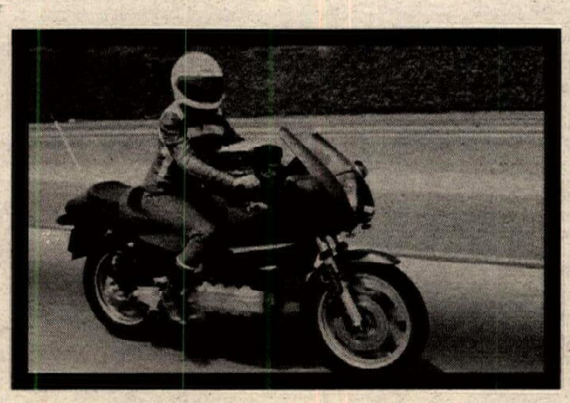
Name: Suze Mann

Occupation: President, Suze Mann Marketing

Company description: "We represent aftermarket accessory manufacturers at the dealer level and help dealers with merchandising and special promotions."

Riding history: "A friend taught me to ride his Harley Hummer in the proverbial parking lot. The next day I bought a 650 BSA Super Rocket and rode 200 miles up California's Coast Highway 1. I started riding off-road three years later. I've done trials, enduros, and vintage roadracing at the club level. MOTORCYCLIST editor, Art Friedman recently wrote, 'The one continuous thread thru my life is motorcycling.' For me also, regardless of what else I've done, there have always been motorcycles."

Professional background: "I started in the industry in 1962 as bookkeeper and parts salesperson for a motorcycle dealership. In '64 I began traveling the racing circuit with 'Bugs' (Dick Mann), and when we divorced in 1970, I sold ads for *Motorcycle Weekly*, eventually becoming national advertising manager. I worked as technical writer for S&W Engineered Products and public relations manager at R.C. Engineering. Since 1981 I've been self-employed, first as a partner in Route 66 Marketing in Tulsa, and now on my own. I also did freelance photo-journalism from the mid-'70's to mid-'80's."



PHOTOS: ART FRIEDMAN

Riding preference: "I use my BMW K100 to travel in my work, putting on 40,000 to 50,000 miles a year. It's only been in the last several years that a name has evolved for the type of riding I've always done: 'sport-touring.' Highway 1 was my first ride, and it's still my favorite. When I'm 90, if it could be my last ride, that would be fine with me. I've ridden most of Europe and all but two states. I can't think of a bad road in Colorado or New Mexico, and I'd like to go back to Maine. Other places I'm returning to are Germany, the Isle of Man and Majorca, which must have more switchbacks than any place in the world."

Memorable event: "In 1985 I was the first woman to ride the Iron Butt, which covered 10,000 miles in 10 and a half days, and finished fifth."

Magazines: "The thing about MOTORCYCLIST and DIRT RIDER, more than anything else, is that they have integrity. Everybody says DIRT RIDER is the 'adult magazine,' and it's true. I really relate to MOTORCYCLIST and the humor that's in it. It's also helped me a number of times. The more you ride, the more aware you become. But it can also have an opposite effect, and you can get complacent. MOTORCYCLIST keeps me from getting complacent by reminding me of the things I need to remember to do—like practice my front-wheel braking. Reading it, I feel like the editors are buddies and we get to sit down and talk once a month."

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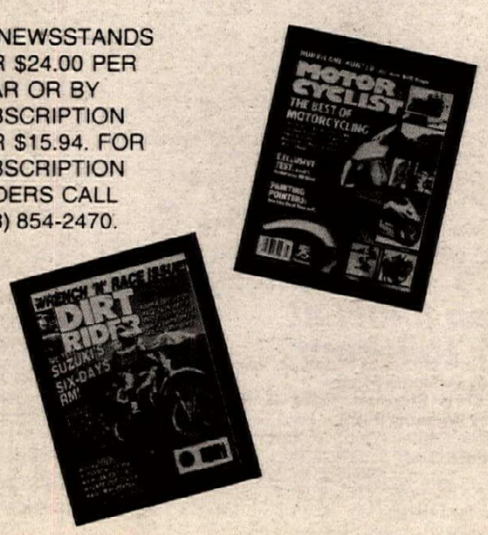


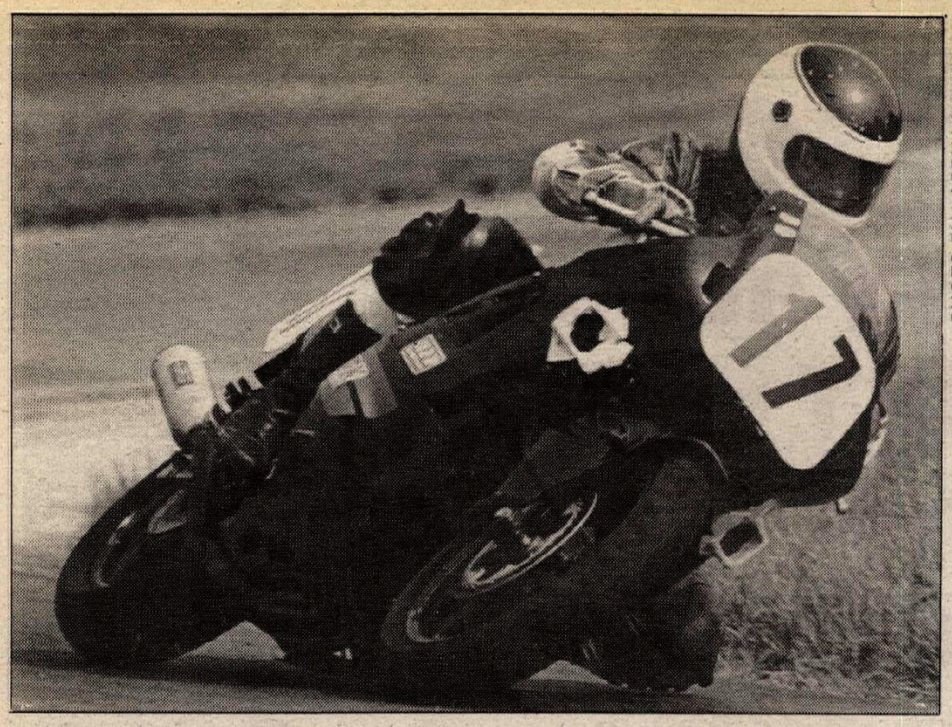


PHOTO BY LARRY LAWRENCE

Ex-motocrosser John Eidenberger powered his Honda Hurricane 600 to a $1500 victory in the AMA/CCS Sprint Races at Grattan Raceway.

After two restarts, the Open Expert main was finally underway, with Norris manhandling his Honda into the premier position. Reynolds, on the Bonney Race Design's Honda, fought his way into second with Russell, Peugh, Henson, John Colton and Huskey crammed together in tow.

O'Neal/K&N/Kal-Gard/Honda of Caldwell/Elmer Moore/Wendi/Sam Hutchenson/Ken Lenon-supported Norris and Reynolds quickly put distance on Peugh and Henson. Reynolds struggled to find a route by Norris while Henson contended with Peugh for third. Ultimately, Henson put his front wheel underneath Peugh and managed to snag third. Reynolds, however, was having no such success with Norris. At the checkers, it was Norris in first, with Miller Products/K&N/Team BRT's Reynolds, Henson, Peugh, Russell, Colton, and Huskey filling out the top seven positions.

Cycle Nuts 'n' Bolts-sponsored Pete Keller maintained a blistering pace to gain the upper hand in the 125cc Experts. In the 125cc B class, Scott McPherson made heroic attempts to displace Richie Reynolds for first. McPherson's endeavors almost succeeded, until he slid out while trying to sneak past Reynolds. McPherson managed to get up in time to save second, but Reynolds breezed in for the win.

The Women's class provided fast-paced action this evening as Holly McPherson and Shauna Pearson quickly established themselves as the class front-runners. In the early laps Pearson and McPherson battled. McPherson denied Pearson the lead and turned in some fast laps to win by a comfortable margin at the checkered flag.

Results

OPEN EX: 1. Troy Norris (Hon); 2. Rod Reynolds (Hon); 3. Ricky Henson (Yam); 4. Todd Peugh (Yam); 5. Jeff Russell (Rtx).
250 EX: 1. Ricky Henson (Yam); 2. Rod Reynolds (Kaw); 3. Jeff Russell (Yam); 4. Todd Peuch (Hon); 5. Joel Huskey (Suz).
125 EX: 1. Pete Keller (H-K).
125 B: 1. Richie Reynolds (Hon); 2. Scott McPherson (Hon).
WMN: 1. Holly McPherson (Hon); 2. Shauna Pearson (Yam).

Hogan hauls at Tyler Hillclimb

By William T. Marshall

TYLER HILL, PA, JULY 12
Bill Hogan of Chicopee, Massachusetts was as hot as the 95° weather, when he rode his 500cc Honda up the Keystone Sportsmen M.C.'s 300 foot hill in 5.319 seconds for fast time of the day.

Hogan's first run of 5.435 seconds would have been fast enough but he elected to take his second ride and was even a little faster.

Results

MINI: 1. Dave Watson; 2. Kevin Zucco; 3. Jimmy Baily.
100: 1. Greg Fletcher; 2. Dave Zucco; 3. Timmy Baily.
101-125: 1. Dwayne Cox; 2. Glenn Labbe; 3. Robert Templeton.
126-200: 1. Kenin Cox; 2. Dave Stuart; 3. Todd LaBerge.
201-250: 1. Steve Bigda; 2. Dwane Cox; 3. Jack Baldina.
251-400: 1. Jim Zucco; 2. Dave Stuart; 3. Bob Shreiner.
401-500: 1. Bill Hogan; 2. Jimmy Hunter; 3. Paul Pinsonnault.
501-750: 1. Bob Shreiner; 2. Mike Debosk; 3. Donald Pinsonnault.
OVER 40 (SR): 1. Steve Murray; 2. Alan McCormack; 3. Ron Venne.
OPEN: 1. Joe Pinsonnault; 2. Mike Sibly; 3. Leonard Major.

Eidenberger grabs Grattan Sprints

By Larry Lawrence

GRATTAN, MI, JULY 18
John Eidenberger rode his Honda Hurricane 600 to an eight second victory over another Hurricane rider Terry Hampton, to win $1500 in Honda contingency money in the AMA/CCS Sprints at Grattan Raceway.

A red flag after three laps helped Eidenberger, who was running a distant second to Ed Key, by allowing him to start only feet behind Key in a restart.

The race started with Hurricane-mounted Key darting to a quick lead followed by Hampton and Jim Still. Key had practiced the day before the race and had a unique set up of his Supertrapp header which seemed to give his bike very good power. Hampton stayed with Key for a couple of laps before the Wisconsin rider pulled out a noticeable lead. In the meantime Eidenberger was charging hard and was quickly by Hampton and gaining slowly on Key when a crash involving Key's teammate Gary Gibson and Steve Clark brought out the red flag. Gibson cracked a couple of ribs in the accident. Clark was unhurt and able to make the restart.

Eidenberger decided during the break to go as hard ad he could to try to get away from the field. The Marshall Rautmann-tuned Hurricane was the quickest in the field and now Eidenberger was in an excellent position.

Eidenbergber's plan worked and he quickly put distance on second place Key and third place Boonie Knott.

The rest of the race Eidenberger continued to open up a bigger lead, but a lot of drama was still to be played out.

Hampton got knocked off the racing line after the restart and emerged in sixth place. Hampton made a dramatic charge and within three laps after the restart Hampton drafted by Key for second. Key's machine developed a mysterious lack of top speed. Fritz Kling took advantage of Key's misfortune and barely got by for third at the line. Knott faded in the latter stages of the contest and was beat at the line by Clark.

Eidenberger knew that it was important to make his move early. "I figured as hot as it was the Michelins might burn up, but fortunately I got a big enough lead allowing me to back off toward the end."

Results

H/W S/SPRT EX: 1. Eric Moe (Suz); 2. Richard Koehler (Hon); 3. John Erdrich (Hon); 4. Kim Papierniak (Suz).
H/W S/SPRT NOV: 1. Bruce Bain (Hon); 2. Randy Milford (Yam); 3. Rodney Menke (Hon); 4. Peter Kight (Yam); 5. Daniel Deeter (Yam).
M/W S/SPRT EX: 1. John Eidenberger (Hon); R.T. Hampton (Hon); 3. Fritz Kling (Hon); 4. Ed Key (Hon); 5. Steve Clark (Hon).
M/W S/SPRT NOV: 1. Ernest Odenknecht (Yam); 2. Bruce Bain (Hon); 3. Robert Vaness (Hon); 4. Jeff Plummer (Kaw); 5. Randy Milford (Yam).
100 MILE ENDUR GTO: 1. Larry Jeurink (Yam); 2. Kirk Moellenberg (Suz); 3. Gragroy Karm (Suz); 4. Kim Papierniak (Suz); 5. Daniel Deeter (Yam).
100 MILE ENDUR GTU: 1. Paul Hudy (Yam); 2. Jay James (Hon); 3. Don Syminia (Hon); 4. Mike Karm (Yam); 5. Karl Kolher (Yam).

Beasley, Eidenberger top Elkhart RR

By Scott Pepp

ELKHART LAKE, WI, JULY 12
Under sunshine and 90 degree temperatures, the CCS Midwest Region Sprints were kicked off with the Lightweight Superbike class which was won by Team Wiseco's Ben Beasley, who fought off constant pressure from Brad Lowe.

The Unlimited Superbike Experts followed with what proved to be a very exciting race; seven riders diced it out with only five seconds separating all of them for the majority of the race, including Yamaha of Port Washington's John Eidenberger, Team Wiseco's Ben Beasley and Tom Kipp, North Shore Racing's Ed Key, along with Eric Moe, John Jacob, and Greg Comstock.

At the drop of the white flag it was Eidenberger out front with Beasley capturing the lead in turn one. While leading, Beasley got into turn one too hot and had to go wide and off the track. Eidenberger again took the lead and held off the charges of Moe and Jacob, who finished second and third, respectively.

The Formula Two Novice class which was red-flagged and restarted due to a short, intense thunderstorm, saw Daryl Kuhn take the win with Bruce Bain the runner-up. Randy Milford finished third.

The Formula Two Experts saw Doug Callies grab the holeshot, but by turn six Jed Kimla was past and into the lead. On lap four, a hard-charging Kipp had gotten by Callies and Kimla. Kipp took the win with Kimla's last-lap pass moving him into second.

In the Supertwins class, Chris Helland, the current points leader, won convincingly with Brian French the only rider able to keep him in sight. Don Nicoll finished third.

The Middleweight Superbike Novice race saw John Choate move through the pack to win, beating Kuhn and William Raether.

The Middleweight Superbike Expert win went to Kipp with Kimla and Key finishing second and third, respectively. In the final race of the day Jacob, Moe and Key led the Formula One Expert class early. Jacob and Moe fought over the top spot. Eidenberger was on the move and got by Jacob on lap four to move into second. On the last lap he put the heat on Moe coming out of the final corner, and drafted past on the straightaway for the win. Jacob finished third.

Results

L/W SB EX: 1. Ben Beasely (Yam); 2. Bob Lowe; 3. David Maish.
L/W SB NOV: 1. K. Gau.
U/LTD SB EX: 1. John Eidenberger; 2. Eric Moe; 3. John Jacob.
F-2 NOV: 1. Daryl Kuhn; 2. Bruce Bain; 3. Randy Milford.
F-2 EX: 1. Tom Kipp; 2. Jed Kimla; 3. Doug Callies.
S/TW EX: 1. Chris Helland; 2. Brian French; 3. Don Nicoll.
M/W SB NOV: 1. John Choate; 2. Daryl Kuhn; 3. William Raether.
M/W SB EX: 1. Tom Kipp; 2. Jed Kimla; 3. Ed Key.
F-1 EX: 1. John Jacob; 2. Eric Moe; 3. Ben Beasley.

Comstock captures Elkhart Endurance RR

By Scott Pepp

ELKHART LAKE, WI, JULY 11
Greg Comstock rode his Suzuki GSXR1100 to the win in the 100-mile Championship Cup Series GTO Endurance race at Road America. The win was the series-leading Comstock's third in the five races held thus far.

The race saw Comstock and Team Wiseco's Ben Beasley running one-two with Beasley holding the lead at the 70-mile point. Comstock immediately took advantage of a minor mechanical problem which caused Beasley to make an additional pit stop. The extra stop was all Comstock needed to take the win. Jay Waalen also moved passed Beasley to finish second; the Yamaha-mounted Beasley held on for third.

In the GTU portion of the event it was Troy Sawvel taking the win on his Yamaha FZ600. Second and third went to Kawasaki 600 Ninja-mounted Robert Reed and Rob Bolwerk.

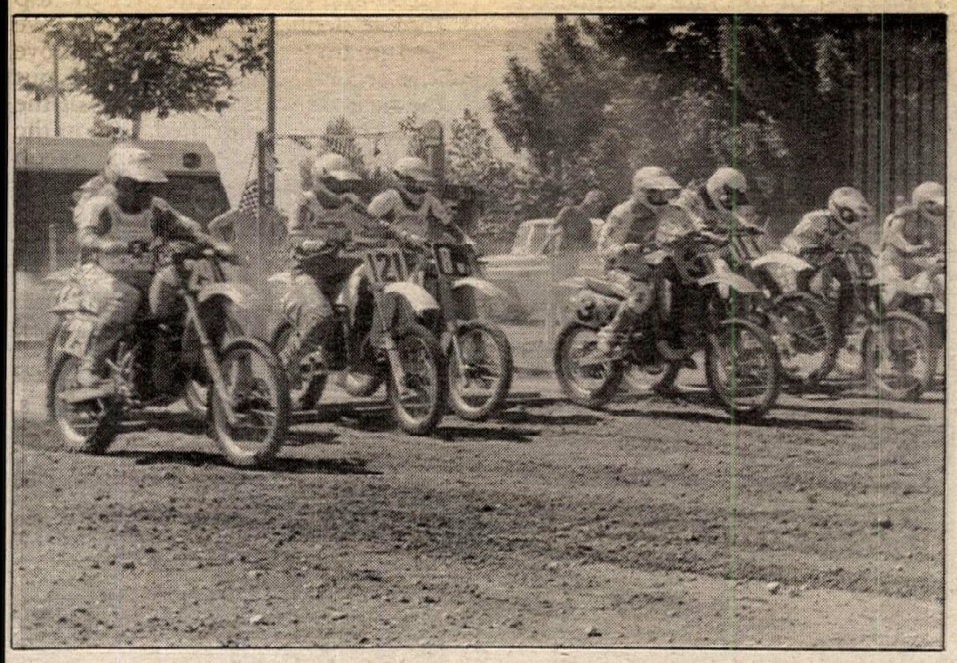
The Middleweight Supersport Novice final was won by Daryl Kuhn with John Choate and William Raether in tow, all three rode Honda CBR600 Hurricanes. The Middleweight Supersport Expert class saw North Shore Racing's Ed Key and Doug Callies (the former five-time District 16 motocross champion who is competing in his rookie road racing season) enter turn one leading the pack with Jed Kimla and Team Wiseco's Tom Kipp in pursuit.

Kipp went for the pass by outbraking Kimla into turn five, but found himself getting in too hot. Kipp lost the front end, forcing Kimla and others to resort to traction other than asphalt. This left Key and Callies out front to do battle.

Battle they did. The duo passed each other two to three times a lap for each of the eight laps in the 32-mile race. Key was the first to cross the finish line with Callies less than a second back. A hard-riding Bob Meurer finished third only 10 seconds in arrears.

In the Heavyweight Supersport Novice class, Rod Mencke rode his Suzuki GSXR750 to the win, with Daryl Kuhn finishing second on his Honda CBR600 Hurricane. Jay Duncan rounded out the top three.

The final race of the day was the Heavyweight Supersport Expert class which developed into a battle for the lead between Keys and Eric Moe. The two were turning mid 2:36 lap times at the halfway point with Moe holding a slight advantage. Key developed mechanical ills late in the race which noticably reduced the Suzuki's horsepower. This allowed Moe to stretch out a commanding lead. At the finish it was Moe, Key, and Richard Koehler on a Yamaha FZ750 completing the top three.



Women Experts Mindy Smith (29), Sheryl Fedorow (121), Tami Rice (8) and Vicky Jackson (3) leave the line at Glen Helen. Jackson won.

Results

GTO: 1. Greg Comstock (Suz); 2. Jay Waalen (Suz); 3. Ben Beasley (Yam).

GTU: 1. Troy Sawvel (Yam); 2. Robert Reed (Kaw); 3. Rob Bolwerk (Kaw).

M/W SS NOV: 1. David Kuhn (Hon); 2. John Choate (Hon); 3. William Raether (Hon).

M/W SS EX: 1. Ed Key (Hon); 2. Doug Callies (Hon); 3. Bob Meurer (Hon).

H/W SS NOV: 1. Rod Mencke (Suz); 2. Daryl Kuhn (Hon); 3. Jay Duncan (Suz).

H/W SS EX: 1. Eric Moe (Suz); 2. Ed Key (Suz); 3. Richard Koehler (Yam).

Jackson wins Glen Helen MX

By David Procida

SAN BERNARDINO, CA, JULY 19

Another large turnout of Women racers showed up today for round two of CRC's Women's Championship Tri-Race Series. Vicky Jackson wound up on top.

When the gate fell for the Women's Expert class, over a dozen ladies charged for turn one, and the rider to be first through turn one was Answer Products' Mindy Smith with Honda-mounted Jackson and Stephanie Jones close behind.

Jackson made a first lap pass on Smith with Jones squeezing by also. With Mercedes Gonzalez racing in the men's ranks, Jackson has had virtually no competition and has won four straight motos. The battle for second place through fifth place was tight. In lap three, Sheryl Fedorow, on a a Saint Racing Yamaha, charged past Tami Rice's Suzuki and went after Smith's Kawasaki. Fedorow was seen first coming from the back section in front of Smith and looking for Jones who was running a strong second.

The battle behind Fedkorow continued to be tight with Rice and Lisa Peterson pressuring Smith. Smith was on the gas hard when her front end washed out in a corner blocking Rice, but Peterson dove inside for fourth. Smith was up quickly and now in sixth. On the next lap, Peterson came in too hot on the same corner, ran off the track and lost the two spots she made up. As the moto came to an end, it was Jackson way out front for first followed by Jones in second. Third through sixth was tight to the checkered with Fedorow, Rice and Smith being chased by Peterson.

In moto two, Jackson shot out to take the holeshot and went unchallenged throughout the moto. Fedorow had a battle on her hands with Peterson. The first three places left the pack behind and for six laps Peterson pushed to get by and finally did it halfway through lap seven. The battle for fourth went on between Smith and Rice with Rice being pushed by Smith. The top five spots at the finish were Jackson, Peterson, Fedorow, Rice and Smith.

Results

EX: 1. Vicky Jackson (Hon); 2. Sheryl Fedorow (Yam); 3. Lisa Peterson (Hon); 4. Tami Rice (Suz); 5. Stephanie Jones (Yam).

AM: 1. Jillian Roth (Hon); 2. Dana Evenson (Yam); 3. K.O. Halfhill (Kaw); 4. Lori Hedstrom (Yam); 5. Maria Gonzalez (Kaw).

NOV: 1. Tina Zahrt (Kaw); 2. Kathy Jo Ehrp (Hon); 3. Melanie J. Parkes (Yam); 4. Sheila Moretz (Kaw); 5. Jorja Tucker (Kaw).

Steffey bags White City Hillclimb win

By Paul Hayes

WHITE CITY, IL, JUNE 27

Jim Steffey had the 110 foot White City hill pegged. He took wins in the 500 and 750cc classes. This event was part of the District 17/AMA Hillclimb Series, and the sponsoring club was the Mid-State Dirt Riders.

Steffey's first win came in the 500cc class. His Yamaha took the win over his brother Bill, who was on a Honda. Another Honda rider Sam Blakeney, rounded out the top three.

In the 750cc class it was the triple Kawasaki of Jim Steffey on top of the standings. A British made Triumph carried Steve Jones into the runner-up spot. He was followed by another Kawasaki triple ridden by Chuck Seldal.

Two competitors riding their first climbs of the year, came in 1-2 in the Open class. Frank Davis brought out his big-bore Suzuki and took the overall. Kawasaki rider Tom Compton finished second. Third place went to the 1200cc Harley-Davidson of Bob Fisher.

Frank Davis was also a double winner. He topped the 400cc class on a Suzuki, while Ron Todd finished second.

The fast time of the night went to Brent Stewart in the 250cc class. He is sponsored by Tri-City Cycles, Bill Tuman and Kraus Racing. Mikel Bonoma on a Yamaha came in second. Yamaha-mounted John Niehaus ended the night in third.

Chad Harbolt got his first win of the season in the Mini class on a Yamaha. Suzuki-mounted Calvin Touchette also in his first climb of the year came in second. Ray Jones made a trip from Indiana to finish third on a Kawasaki.

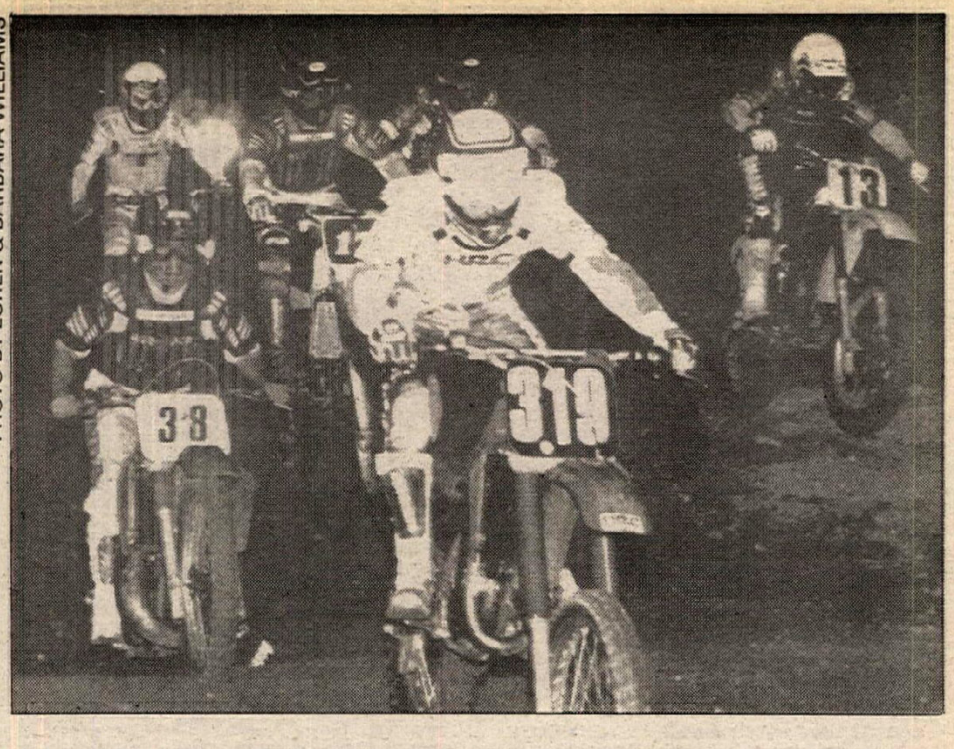
Results

MINI: 1. Chad Harbolt (Yam); 2. Calvin Touchette (Suz); 3. Ray Jones (Kaw).

125: 1. Ed Scott (Kaw); 2. Paul Hackbarth (Yam); 3. Mike Parnell (Suz).

200: 1. Tim Bowman (Kaw); 2. Ed Scott (Kaw); 3. John Niehaus (Yam); 4. Mike Parnell (Kaw); 5. Sam Blakeney (Kaw).

PHOTO BY LOREN & BARBARA WILLIAMS



Mark Ashworth (319) led Reggie Yarbrough (38) Scott Ward (17) and Mike Webb (13) during combined 125cc action at Traveler's Rest.

250: 1. Brent Stewart (Kaw); 2. Mikel Bonomo (Yam); 3.John Niehaus (Yam); 4. Kelly Senn (Kaw); 5. Brian Niehaus (Yam).

400: 1. Frank Davis (Suz); 2. Ron Todd (KKaw); 3. Gordon Thacker (Kaw); 4. Frank Marler (Yam).

500: 1. Jim Steffey (Yam); 2. Bill Steffey (Hon); 3. Sam Blakeney (Kaw); 4. Ron Todd (Kaw); 5. Kelly Senn (Kaw).

750: 1. Jim Steffey (Kaw); 2. Steve Jones (Tri); 3. Chuck Seldal (Kaw); 4. Mark Swem (Nor); 5. Robin Senn (Yam).

OPEN: 1. Frank Davis (Suz); 2. Tom Compton (Kaw); 3. Bob Fisher (H-D); 4. Bill Steffey (Kaw); 5. Dave Bettis (Tri).

Leigh wins big at Stepp Mill MX

By Loren and Barbara Williams

TRAVLERS REST, SC, JULY 17

The Senior Mini class won the draw for the $50 bonus race tonight. The qualifier saw Honda-mounted David Cantrell gate first followed by Jamie Hacking. It took three laps, but Hacking finally made the pass and pulled away to win.

The main had Hacking in third at the first turn led by Chad Leigh and Cantrell. On the third lap, though Cantrell went down, he recovered for a distant ninth placing. Leigh had a comfortable lead until lapped traffic allowed Hacking and Brian Thomas to close up. The race was close with Leigh prevailing at the flag.

The 125cc Amateur action also saw a real bean-oil burner of a race. Mark Ashworth was the only Pro in attendance elected to run with the Amateurs and was predictably out front. Tim Laskis, Chris Tucker and Jeff Mushala brought their Yamahas out of the first turn right on Ashworth's tail. Ashworth pulled away as did Laskis and Tucker, until Laskis bobbled allowing both Tucker and Mushala past.

The Pee Wee and Junior Mini classes had the same two riders in winner and runner-up positions in reverse order. Jimmy "Cujo" Briggs gated poorly in Pee Wee action and had to play catch up. But catch up is all he could do as Phillip Hayes led from flag-to-flag. In the Junior Mini though, it was Briggs' race in the same manner with Hayes doing the catch up.

Results

P/W: 1. Phil Hayes (Kaw); 2. Jimmy Briggs (Kaw); 3. Chris Hutchins (Kaw).

JR MINI: 1. Jimmy Briggs (Kaw); 2. Phil Hayes (Hon); 3. Chris Hutchins (Kaw).

SR MINI: 1. Chad Leigh (Kaw); 2. Jamie Hacking (Kaw); 3. Brian Thomas (Kaw).

125 AM: 1. Chris Tucker (Yam); 2. Jeff Mushala (Yam); 3. Tim Laskis (Yam).

250 AM: 1. Bobby Gilbert (Hon); 2. Cooter McClure (Kaw).

OPEN AM: 1. Rhett Smith (Hon); 2. Jimmy Pitcock (Hon); 3. Tony Cisson (Kaw).

ENDR: 1. T. Scott (KTM); 2. Reggie Yarbrough (Hon); 3. Scott Heath (Hon).

125 NOV: 1. Alan Hall (Hon); 2. Alan Sparks (Hon); 3. Trever Levitt (Hon).

250 NOV: 1. Zane Batton (Kaw); 2. T. Scott Ward (KTM); 3. Reggie Yarbrough (Hon).

SR MEN: 1. Jamey McCollum (Suz); 2. Tony Coggins (Yam); 3. Jerry McCarson (KDX); 4. Michael Brown Sr. (Hon).

Haas tops Westvill Hillclimb

By Paul Hayes

WESTVILLE, IL, JULY 11

Lloyd Haas scored a pair of wins in the 250 and 400cc classes at the Pleasure Riders M/C-sponsored third night hillclimb of the year. The event was sanctioned by District 17/District 15 and AMA.

Haas grabbed the first win in the 250cc class. His Kawasaki carried him to the top of the 115 foot hill in 4.275 on his second attempt. Yamaha-mounted John Reed posted a 4.306 climb in the second round also. Tri-City Cycles, Bill Tuman and Kraus Racing-sponsored Brent Stewart used his second ride to finish third.

In the 400cc class Haas's first run of 4.076 was good enough for the overall. This time he was aboard a Yamaha. Kaleb Northrup, sponsored by the Torque Center, claimed the runner-up position with a second round climb of 4.122. Ron Todd riding out of Kawtown Kawasaki/Beta Shop rounded out the top three. His second climb of 4.162 was on a Kawasaki.

The "Flying Fish" Bob Fisher riding a Harley, used his first climb to win the Open class. Behind him came Frances Steffey-sponsored, Kawasaki rider Bill Steffey. His second climb of 3.856 held him in second. Triumph-mounted Glendal Petty finished in third.

Steve Jones aboard a Triumph claimed the fast time of the night in the 750cc class. In his first attempt he went 72 feet due to his chain derailing. When he lined up for his last try he ripped a 3.596 run for the overall honors. A pair of Kawasaki triples took the next two positions. Chuck Seldal used his first climb of 4.264 to earn second place. Jim Steffey also used his first round climb to finish third.

Results

MINI: 1. Ray Jones (Kaw); 2. Lucas Haas (Kaw); 3. Chad Harbolt (Yam); 4. Jason Petty (Yam); 5. Chris Brown (Yam).

125: 1. Eric Wheelwright (Yam); 2. Ed Scott (Kaw); 3. Mark Schroeder (Hon); 4. Paul Hackbarth (Yam); 5. Karmon Gudeman (Yam).

200: 1. Sam Blakeney (Kaw); 2. Tim Weaver (Kaw); 3. Ed Scott (Kaw); 4. Ron Senn (Suz); 5. Paul Hayes (Yam).

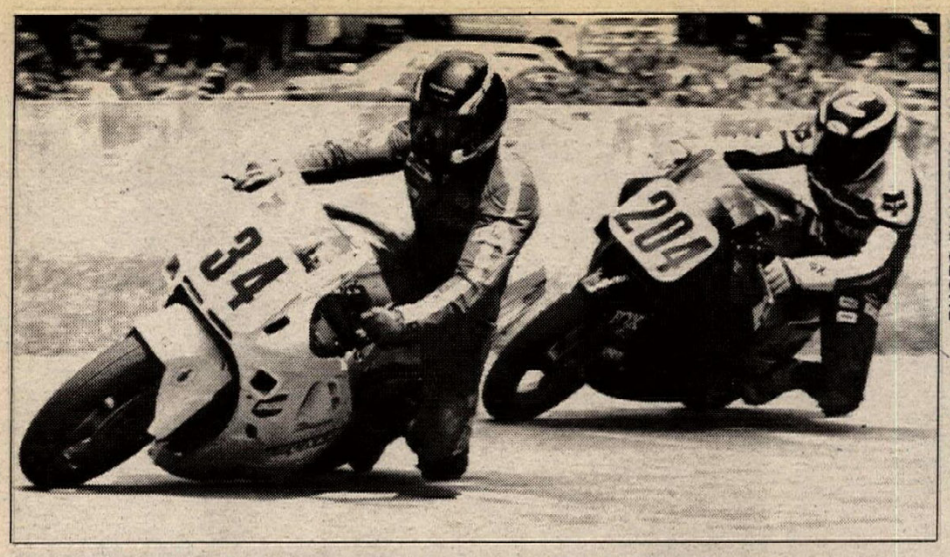


PHOTO BY LARRY LAWRENCE

Scott Zampach (34) leads Ed Key (204) during the 10-lap Sprint race at Blackhawk Farms. Key went on to win the race.

250: 1. Lloyd Haas (Kaw); 2. John Reed (Yam); 3. Brent Stewart (Kaw); 4. Mikel Bonomo (Yam); 5. Dave Brown (Yam).
400: 1. Lloyd Haas (Yam); 2. Kaleb Northrup (Yam); 3. Ron Todd (Kaw); 4. Rick Royce (Mai); 5. Alan Hoskins (Yam).
500: 1. Ron Todd (Kaw); 2. Scott Pearson (Hon); 3. Rick Royce (Yam); 4. Alan Hoskins (Yam); 5. Sam Blakeney (Kaw).
750: 1. Steve Jones (Tri); 2. Chuck Seldal (Kaw); 3. Jim Steffey (Kaw); 4. Kaleb Northrup (Yam); 5. Tim Weaver (Hon).
OPEN: 1. Bob Fisher (H-D); 2. Bill Steffey (Kaw); 3. Glendall Petty (Tri); 4. Steve Jones (Nor).

Key unlocks win at Blackhawk RR

By Larry Lawrence

S.BELOIT, IL, JULY 19

Veteran road racer Ed Key showed the younger riders the way around Blackhawk Farms road race course by taking a convincing victory in the C Production class at the WERA Sprint races.

Key passed pole-sitter Scott Zampach on the third lap of the 10 lap sprint, then cruised on to the $1500 first place prize from Honda.

Several racers made the 300 mile trip from the AMA/CCS race the day before at Grattan, Michigan, to try to double the race winnings. Key was included in that group. Gary Gibson had injured himself in the Michigan race the day before and lent assistance to Key for the Blackhawk race by letting him use his motorcycle.

The Hurricane was fast and key made short work of the rest of the field to take the easy victory.

Zampach held Key off for three laps but explained that his machine was new and not quite as fast as he would like it to be. Zampach's machine was still fast enough for second place.

Controversy arose when Boonie Knott finished third on the track but was later disqualified due to illegal airbox modifications.

Dave Barnard made a triumphant return to the winner's circle by winning the B Production race on a brand new Suzuki GSXR750. Barnard, who a couple of years ago was considered one of the rising stars of WERA roadracing, has been plagued by running sub-par machinery recently.

"It feels good to finally get a competitive machine," said Bernard. "The GSXR handles so well I can't believe it. Maybe now I can continue where I left off two years ago."

Results

A PROD EX: 1. Scott Zampach (Suz); 2. Andy Fenwick (Yam); 3. Dennis Martin (Yam); 4. David Schmidt; 5. Dan Thomsen (Suz).
A PROD NOV: 1. Ray Yoder (Suz); 2. David Probst (Suz); 3. Ron Widan (Suz); 4. John Larson (Suz); 5. Dave Hansen (Yam).
B PROD EX: 1. David Barnard (Suz); 2. David Schmidt (Suz); 3. Scott Zampach (Hon); 4. Ray Yoder (Suz); 5. Dan Thomsen (Suz).
B PROD NOV: 1. David Probst (Suz); 2. Ray Yoder (Suz); 3. Eric Lacruze (Suz); 4. Ron Widman (Suz); 5. Craig Limber.
C PROD EX: 1. Ed Key (Hon); 2. Scott Zampach (Hon); 3. Steve Clark (Hon); 4. Bob Meurer (Hon); 5. Terry Hampton (Hon).
C PROD NOV: 1. Terry Galagan; 2. Brett Cecchini (Hon); 3. Alan Bertagnoli (Hon); 4. Bob Sandy (Kaw); 5. Doyle Downey (Yam).
D PROD EX: 1. Craig Battershell (Kaw); 2. Andy Fenwick (Yam); 3. Jerry Washburn (Yam); 4. Johnny Copeland (Kaw); 5. Frank Brotz (Hon).
D PROD NOV: 1. Craig Renck (Kaw); 2. Bradly Martin (Yam); 3. Dan Probst (Yam); 4. Jim Comrie (Yam); 5. Edward Delfosse (Suz).
A S/BK: 1. Dennis Martin (Yam); 2. Greg Comstock (Suz); 3. Ohil Summell (Hon); 4. David Schmidt (Suz); 5. Mike Tapscott (Yam).
B S/BK EX: 1. Phil Pummell (Hon); 2. David Barnard (Suz); 3. Ed Key (Hon); 4. David Schmidt (Suz); 5. Marty Miller (Suz).
B S/BK NOV: 1. David Probst (Suz); 2. Eric Lacruze (Suz); 3. Michael Hunter (Suz); 4. Ron Widman (Suz); 5. Thomas Nelson (Yam).
C S/BK EX: 1. Marty Miller (Suz); 2. Ed Key (Hon); 3. Terry Hampton (Hon); 4. Bob Moyer (Hon); 5. Jerry Peterson (Hon).
C S/BK NOV: 1. Terry Gulagan; 2. Alan Bertagnoli (Hon); 3. Brett Cecchini (Hon); 4. Chris Muenks (Yam); 5. Bob Sandy (Kaw).
D S/BK EX: 1. Brad Loene (Yam); 2. Andy Fenwick (Yam); 3. Craig Baltershell (kaw); 4. Johnny copeland (Kaw); 5. Jerry Washburn (Yam).
D S/BK NOV: 1. Kirk Hausen (Yam); 2. Craig Renck (Kaw); 3. Troy Kenerly (Yam); 4. Ken Schiefelbein (Suz); 5. Bradley Martin (Yam).
F-1: 1. Scott Zampach (Suz); 2. Dennis Martin (Yam); 3. David Schmidt (Suz); 4. Greg Comstock (Suz); 5. Dan Thomsen (Suz).
F-2 EX: 1. Greg Comstock (Yam); 2. Paul Mills (Hon); 3. Ralph Farmer (Yam); 4. Paul Oppegaard (Hon).
F-2 NOV: 1. Ron Foerch (Yam); 2. Tracy Doyle (Yam); 3. R.H. Tapscott (Hon).
F-3 EX: 1. Brian French (Yam); 2. Keith Carlson (Suz); 3. Chuck McCabe (Hon); 4. Paul Oppegaard (Hon); 5. Howard Spitson (Kaw).
F-3 NOV: 1. Tom Exinger (Kaw); 2. Jim Gisher.
CLBM EX: 1. Frank Brotz (Yam); 2. Brian French (Yam); 3. Carlson Keith (Suz); 4. Lee Dunbar (Yam); 5. Howard Spitson (Kaw).
CLBM NOV: 1. Dan Salton (Yam); 2. R.H. Tapscott (Hon); 3. Edward Delfosse (Suz); 4. Brian Lantz (Hon); 5. Tom Exinger (Kaw).
VINT 2: 1. Ron Treese (Hon); 2. Mike Comfort (BSA).
VINT 3: 1. Randy Illg; 2. Don Price; 3. Richard Duran.

Lewis lands Richmond Short Track win

By Joe Kelly

RICHMOND, VA, JULY 22

For the first time in the 1987 season an out of state rider took top honors at Virginia State Fairground's short track. The going wasn't easy, but Robert Lewis, from Tarboro, North Carolina, rode his Hondas to first place in the 250 and 500cc features.

The night started out with former track titlist, Wayne Eckert, leading the field for two laps in the first 250cc qualifier. Lewis then found the high side to his liking, and charged by for the lead and the victory. The second qualifier had Lewis out front at the start. Jay Williams, riding a Honda, gave Lewis a good race for two laps, then he was passed by Eckert. The Yamaha rider gave Lewis all the race he wanted from the low side of the track and finished less than a bike length behind.

Chris Rickman garnered the lead at the turn of the light in the main. Lewis proved his earlier mastery of the track was no fluke as he moved by on the first lap for the lead. Rickman challenged throughout the full distance on the bottom of the track. Lewis stayed high giving the crowd a good show for their money. Eckert and Williams had a good race for third with Eckert taking the position at the checkered flag.

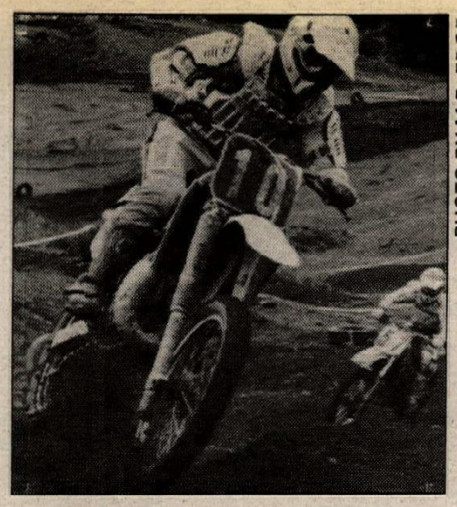


PHOTO BY M.R. EDGE

Joe Good won the AMRA Pro class at Kincaid Park.

Lewis and Rusty Gaita put on a good show in the first 500cc qualifier. Lewis made it by to win by a bike length. Clayton Oliver came back, after missing six weeks due to a broken collar bone. He jumped out in front in the second heat, with the full field tucked in around him. Oliver held on until the white flag lap then Gaita made it by after Oliver bobbled just a bit.

The feature started out with a four-rider assault for first position. Lewis managed to squeeze into the lead at the end of the first lap, while Gaita held second, but was hard pressed by Oliver. Oliver managed to gain the second place position and set out after Lewis. On the third lap Eckert moved into third. The three riders stayed close, but none could supplant Lewis at the front.

Brian Strong, fresh back from winning three National Amateur AMA Championships, showed his winning style in the Mini ranks. Strong bested John Nickens in the 60cc and 80cc events. Mike Hacker finished third in each. Chris Copley continued his dominance of the 50cc action by winning over Kenny Long and Ben Walters.

Results

250: 1. Robert Lewis (Hon); 2. Chris Rickman (Yam); 3. Wayne Eckert (Yam).
500: 1. Robert Lewis (Yam); 2. Clayton Oliver (Hon); 3. Wayne Eckert (Yam).
50: 1. Chris Copley (Yam); 2. Kenny Long (Suz); 3. Ben Walters (Suz).
60: 1. Brian Strong (Hon); 2. John Nickens (Suz); 3. Mike Hacker (Kaw).
80: 1. Brian Strong (Kaw); 2. John Nickens (Suz); 3. Mike Hacker (Suz).

Houghs win Haspin Team Hare Scrambles

By Mike Nichols

LAUREL, IN, JULY 19

The Hough brothers, Aaron and Kurt, dominated the Haspin Team Hare Scrambles and scored the overall win. Aaron started the race and was running fourth despite missing a marker on the eight-mile course. After the first lap he turned the team's Honda CR125 over to brother Kurt. At the end of the second lap the Houghs were out front and stayed there for the remainder of the three-hour race.

A.J. Spicer and Paul Michels finished a strong second, while Hal Combs and Mark Mehuron logged in third.

The course, which was laid out by Ed Collier, consisted of steep rocky hills, deep mud holes and off-camber trails. Temperature readings were in the mid-nineties and that added to the difficulty of the event.

Results

OVERALL: 1. Aaron Hough/Kurt Hough (Hon); 2. Paul Michels/A.J. Spicer (C-A); 3. Hal Combs/Mark Mehuron (Yam).
125: Aaron Hough/Kurt Hough (Hon); 2. Todd Thompson/Ron Kersey (Yam); 3. Jon Dickten/Larry Parcell (Kaw); 4. Ryan Smith/Gary Folger (Yam); 5. David Paddack/Todd Snider (Hus).
200: 1. Paul Michels/A.J. Spicer (C-A); 2. Jeff Leeke/Scott Summers (C-A); 3. Tony Vanet/Don Hough (Kaw); 4. Bob Pierce/Marion Pierce Jr. (Kaw); 5. Rick Cook/Mark Cook (Kaw).
250: 1. Hal Combs/Mark Mehuron (Yam); 2. Rob Fox/James Hubbard (Hus); 3. Mike Burg/Dave Freudman (Hon); 4. Rick Stevens/Tim Matthews (Hon); 5. Randy Walters/Mark Voiers (Yam).
OPEN: 1. Rick Nowak/Ted Fischer (Hus); 2. Kevin Condon/Tom Buckles (Hus); 3. Mike Hillenbrand/Marty Rodgers (Hus); 4. Pete Fern/Pat Boeckermann (Hon); 5. David Stallard/Bob Brown (C-A).

Good stomps Alaska Motocross

By M.R. Edge

ANCHORAGE, AK, JULY 19

Arctic Cat-Suzuki Motorsports-sponsored Joe Good completely dominated the Pro and 125cc Expert classes at the Alaska Motorcycle Racing Association's motocross at Kincaid Park.

Good easily won both motos of the 125cc Expert class leaving Jason Anderson and his Kawasaki of Anchorage-sponsored KX to take second over the rest of the pack.

The Pro class in AMRA competition, pits the top experts in the 125, 250 and 500cc classes against each other. Moto one found Honda of Anchorage-sponsored Bruce Stingley out front with Kawasaki of Anchorage-backed Jim McClain in close pursuit. Both Stingley and McClain were on 500s, while Kevin Schaub on a self-sponsored Honda 250 followed in third. Godd got a poor start on his Suzuki 125, but eventually got by Stingley who had dropped back to third.

Schaub and McClain had a terrific duel for first, but both were displaced by Good with a couple of laps to go. Schaub took second over McClain.

The second moto saw McClain with the holeshot with Schaub close behind. Good went down in the third corner with another rider, but quickly remounted. An amazing ride followed as Good picked off riders each lap, until at the half way mark he had caught up to the Schaub-McClain battle.

Just as Good was trying to set up Schaub for the pass, Schaub fell, leaving only McClain in Good's sights. Half a lap later Good flew by to take the win in an impressive comeback. McClain took second overall ahead of Schaub because of his better second moto finish.

Results

50 NOV: 1. Luke Rambur (Yam); 2. Popeye Gonzalez (Yam); 3. John Nielson (Yam).
60 NOV: 1. Josh Rambur (Kaw); 2. Marc Henderson (Kaw); 3. Casey Johnson (Kaw).
80 NOV: 1. Chris DeWinter (Kaw); 2. Roger Lindstrom (Kaw); 3. Scott DeWinter (Kaw).
80 EX: 1. Aron Niles (Hon); 2. Matt Galbraith (Hon); 3. Wayne Simonds (Kaw).
125 NOV: 1. Mike Guthrie (Kaw); 2. Rudy Ortega (Hon); 3. Mike Reed (Suz).
125 EX: 1. Joe Good (Suz); 2. Jason Anderson (Kaw); 3. Phillip Mabrey (Hon).
250 NOV: 1. Jeff Hobson (KTM); 2. Norman Harris (Yam); 3. Bob Faeo (Suz).
250 EX: 1. Kevin Schaub (Hon); 2. Greg Chatterton (Suz); 3. Donny Russell (Kaw).
500 NOV: 1. Alton Burns (Yam); 2. Steve McAllister (Hon); 3. Perry O'Hara (Hon).
500 EX: 1. Jim McClain (Kaw); 2. Bruce Stingley (Hon); 3. Brad Bomhoff (Hon).
VET: 1. Jamie Linxwiler (Yam); 2. Mark Faeo (Hus); 3. Pat Poland (Kaw).
PRO: 1. Joe Good (Suz); 2. Jim McClain (Kaw); 3. Kevin Schaub (Hon).

Andris awesome at Argyll MX

By Nuklear Neukam

DIXON, CA, JULY 12

Kelly Andris motored his Honda to both moto wins in the 250cc Pro class at Argyll Park's opening round of the Coors Silver Bullet Summer Series, a six-race series between Argyle, Marysville and Sandhill. Hondas also won the other two Pro classes as well. Terry Bostard topped the 125cc Pros while Richard Mythen won the Open Pro.

In the first 250cc Pro moto Andris held off Yamaha-mounted Tim McClintock for the win while Sean Conley brought his Kawasaki in for third. Fourth place went to Mythen while Clayton Blood, on a Kawaski, rounded out the top five spot.

Alan Lucy (5) and Mark Peterson (51) battle handlebar-to-handlebar during the Summer Series at Callahan MX in Florida.

It was Andris with the win, and the overall, in the second moto, this time holding off a charging Conley. Conley's second gave him second overall for the day. Third place and third overall belonged to Mythen as fourth place finisher Jimmy Robertson secured fifth overall after a sixth in the first moto. Blood ended up with another fifth, good for sixth overall, and McClintock took fourth overall after a crash held him to seventh in round two.

Bostard flew his Honda to victory in the first moto of the 125cc Pros with the Honda of Greg Tirheimer second. McClintock roosted his Yamaha YZ125 to a third, but a second moto DNF ended his day early. Yamaha-mounted Jon King was fourth and Honda ace Willie Miller fifth.

After finishing sixth in the first moto Conley was ready to redeem himself in moto two. A good start helped and Conley took his Kawasaki KX125 to the win, good for third overall. Bostard styled to second, confident that that was good enough for the overall. Miller was third this moto and fourth overall for the day while Tirheimer's fourth added up to second overall. King took fifth overall money with a fifth place finish.

Mythen won both Open Pro motos for the overall while Blood combined a 3-2 score for second overall. McClintock's 3-2 tally was good for third overall, as well as the Iron Man award for riding all three Pro classes. A pair of fourths gave Jed Green fourth overall with J.J. Taylor (6-5) fifth overall.

Results

125 PRO: 1. Terry Bostard (Hon); 2. Greg Tirheimer (Hon); 3. Sean Conley (Kaw).
250 PRO: 1. Kelly Andris (Hon); 2. Sean Conley (Kaw); 3. Richard Mythen (Hon).
OPEN PRO: 1. Richard Mythen (Hon); 2. Clayton Blood (Kaw); 3. Tim McClintock (Yam).
125 INT: 1. Steve Lamson (Yam); 2 Pat Bennett (Kaw); 3. Jimmy CLay (Hon).
250 INT: 1. Steve Lamson (Yam); 2. Pat Bennett (Kaw); 3 Tyler Edwards (Hon).
OPEN INT: 1. Grant Michaelson (Hon); 2. Joel Christensen (Hon); 3. Rick Lane (Hon)
80 BEG: 1. James Alexander (Hon); 2. Matt King (Kaw); 3. Travis Browne (Kaw).
60 BEG: 1. Daryl Selix (Kaw); 2. Shawn Burrel (Kaw); 3. Jerry Harvey (Kaw).
80 JR: 1. Michael Stanton (Kaw); 2. Tagen Kem (Hon); 3. Shawn MacDonald (Hon).
80 INT: 1. Jesse James (Hon); 2. Matt Furman (Hon); 3. Mike Lazano (Hon).
125 BEG: 1. Brett Boone (Kaw); 2. Tim Liljeberg (Kaw); 3. Ron Young (Kaw).
125 JR: 1. John Stark (Kaw); 2 Jason Johnson (Kaw); 3. Russ Putnam (Hon).
125 JR D-2: 1. Jeff Marquez (Suz): 2. Dana Massey (Hon); 3. Jerry Mortimer (Suz).
250 BEG: 1. Bill Spence (Kaw); 2. Jerry Baulders (Kaw); 3. Howard Mintz (Hon).
250 JR: 1. John Thomas (Hon); 2. Monty Owenby (Kaw); 3. George Kosovilka (Kaw).
OPEN BEG: 1. Melvin (Kaw); 2. Randy Stickleman (Hon); 3. Par Picka (Hon).
OPEN JR: 1. David Sterling (Hon); 2. Mike Hulsey (Yam); 3. Mike Renner (Hon).
VET JR: 1. Gary Selby (Kaw); 2. Ken Cox (Kaw); 3. Steve Allen (Suz).
VET INT: 1. Mike Grahm (Hon); 2. Mike Small (Hon); 3. Wence Galindo (Hon).
VET EX: 1. Duane Joice (Kaw); 2 Craig Shulz (Kaw); 3. Steve Law (Hon).
OT JR: 1. Bill Riggs (Yam); 2. John Cipollina (Suz); 3. Dan Delwiche (Hon).
OT INT: 1. Ron Clawson (Suz); 2. Bill Arbogast (Suz); 3. Doyle Cook (Hon).
OT MSTR: 1. Russ Powell (KTM): 2. Bill McClinton (Yam); 3. Richard Schilling (Hon).

Elwood cool at Callahan MX

By Gwen Millan

CALLAHAN, FL, JULY 5

Kenneth Elwood was the star of the new Callahan MX track, as he showed the 125cc A and B classes his way of conquering the clay/dirt combination suface at the start of the FMC Summer Series.

Troy Coke took the lead in the 125cc A and B class. Coker, a B class rider, was flying high on his Kawasaki. Elwood was just a heartbeat away with A rider Mark Peterson knocking at his door, also on a Kwasaki. Claude McQuaig was fourth; fifth was Ernie Millan.

On lap two McQuaig went down, letting Peterson come from third to first place. Coker was second, and Elwood was able to salvage third. Millan was down on an inside turn, allowing four or five riders to pass him. Getting back into control, Elwood was able to get back into first place spot by the fourth lap with Peterson, McQuaig and Randy Langford hot in pursuit. Coker seemed to be tiring out and was holding fifth.

The next lap Millan made a move on Coker and chased hard after Langford. Lapped riders were not in the picture, making passing on an already tight track even more difficult. The race remained the same as Elwood claimed the victory.

The second moto was again Elwood and Peterson in the A class, and Millan and Langford fighting it out for the B class lead. Mc Quaig, John Gentilcore and Coker were following in a tight threesome. The next lap, Gentilcore passed McQuaig. McQuaig kept pressing hard, until he tucked Gentilcore behind him.

The last lap saw Elwood and Peterson first and second and Millan a strong first in the B class. At the checkered flag McQuaig made his last ditch effort to pass Langford and did just that.

Results

MINI A: 1. Bryan Harper (Yam).
MINI B: 1. Anthony Paggio (Kaw); 2. John Lake Jr. (Kaw); 3. Travis Blackburn (Kaw); 4. Steve Stormant (Suz).
MINI C: 1. Nathan Williams (Hon); 2. Donald Leddy; 3. Jeff Pope (Yam); 4. Noel Kitsch (Kaw); 5. Lee Connor (Kaw).
100: 1. Anthony Paggio (Kaw); 2. Bryan Harper (Kaw); 3. John Lake Jr. (Kaw); 4. Jody Underwood (Kaw); 5. Travis Blackburn (Kaw).

PHOTO BY HOTSHOTS

Kerry Mulligan piloted his Kawasakis to both the 125 and 250cc Intermediate class wins at the Silverbowl of Motocross in Las Vegas..

PP: 1. Gina Perry (Hon); 2. Laurie Hampshire (Kaw); 3. Catherin Priest (Kaw); 4. Dean Joiner (Suz); 5. Kim Brown (Hon).
60: 1. Noel Kitsch (Kaw); 2. Brad Packard (Hon); 3. Jason Overstreet (Kaw); 4. Todd Langford (Kaw); 5. Keith McQuaig (Kaw).
P/W: 1. Greg Romero (Yam).
15-24: 1. Mark Peterson (Kaw); 2. Claude McQuaig (Hon); 3. Clarke Tanner (Hon); 4. Alan Jackson (Kaw).
125 A: 1. Kenneth Elwood (Hon); 2. Mark Peterson (Kaw); 3. Jim Edgar (Kaw).
125 B: 1. Claude McQuaig (Hon); 2. Ernie Millan (Hon); 3. Randy Langford (Suz); 4. John Gentilcore (Kaw); 5. John Rice (Hon).
125 C: 1. Joe Pearce (Kaw); 2. B.J. Marx (Hon); 3. Kyle Myers (Hon); 4. Richie Brooker (Hon); 5. Mike Coleman (Kaw).
250 A: 1. Mark Thomas (Hon); 2. Alan Lucy (Hon).
250 B: 1. Clark Tanner (Hon); 2. Charles Rotundo (Hon); 3. John Gentilcore (Kaw).
250 C: 1. Fortson Rumble (Hon); 2. William Tichenor (Kaw); 3. David Prince (Hon); 4. Alan Jackson (Kaw); 5. Donnie Spradley (Suz).
OPEN EX: 1. Arthur Coker (Yam); 2. David Adams (Hon); 3. John Lundy (Hon); 4. Ernie Swann (Hon); 5. Ernie Millan (Hon).
OPEN NOV: 1. Steve Petty (Hon); 2. Mark Bazinet (Hon); 3. David Osborne (Hon); 4. Michael Smith (Hon); 5. Paul Shaddix (Yam).
SR: 1. Bernard List (Hon); 2. Robert Proctor (Hon); 3. Mike Reynolds (M-S); 4. Ernie Millan (Hon); 5. Robert Godfrey (Suz).
25+: 1. Mark Thomas (Hon); 2. Todd Wilder (Hon); 3. Alan Lucy (Hon); 4. Steve Petty (Hon); 5. Ernie Swann (Hon).

Lewis bags Las Vegas Motocross

By Dick Goodwin

LAS VEGAS, NV, JUNE 20

Honda-mounted Kyle Lewis turned things every which way but loose, as he smoked the 125cc Pro class at the Silverbowl of Motocross, wiring both of his heat races and coming from off the pace to capture the main.

Lewis was really pumped for the first heat, grabbing the holeshot and walking away from everyone else on his way to a no-sweat win. "Kamikaze" Kerry Mulligan, top Intermediate, finished second in the combined race, while pro rider Scott Underwood placed third.

Lewis jumped out front, again in moto-two. Intermediates Chris Pocino and Kerry Mulligan and pro Ken Arnold were waging an intense battle for the second slot. Lewis stayed in front but wasn't putting much daylight on the tenacious Mulligan, who had won the fight for second. Pocino was hanging tough, but pros Sean Steels and Underwood were putting heavy pressure on him for third. Lewis wired the race as Mulligan went down on the last lap in a tangle with a lapper. Pocino raced to second overall and first Intermediate, just ahead of Underwood and Steele.

EP's Underwood broke Lewis' stranglehold in the main, as he colored the holeshot with his Suzuki. Intermediates Pocino and Mulligan were right behind him as favorite Lewis gated at midpack. Pocino laid his Kawasaki down in a turn and was trampled by half the field, but he jumped right up and continued racing.

Lewis, meanwhile, was working his way through traffic to second place. He and Underwood joined in some wild and hairy racing for several laps. Lewis tried to stuff Scott in a corner, but they both went down. Lewis recovered first and went on to win comfortably over the hard-charging Underwood. Ken Arnold finished a strong third.

Results

P/W: 1. Billy Eister; 2. Randy Finch Jr.; 3. Brian Sullivan.
JR: 1. Greg Zaratiegui; 2. Nate Pearson; 3. Jimmy Griego.
80 NOV 9-11: 1. Greg Zaratiegui; 2. Barry Johnson.
80 EX: 1. David Griego; 2. Derek Titus.
125 NOV: 1. Jeff Murphy; 2. Jason Taylor; 3. Richard Hanna Jr.
125 INT: 1. Kerry Mulligan; 2. Chris Pocino; 3. jeff Kerhonen.
125 PRO: 1. Kyle Lewis; 2. Scott Underwood; 3. Ken Arnold.
250 NOV: 1. Jeff Murphy; 2. Chris Slaughter; 3. Jay Cody.
250 INT: 1. Kerry Mulligan; 2. Chris Pocino; 3. Brad Simcox.
250 PRO: 1. Kyle Lewis; 2. Shane Johnson.
500 INT: 1. Ron Goodwin.
VET 25+: 1. Jeffrey Ames; 2. Bill Bearup Jr.; 3. Richard Hanna Jr.

Johnson, Unger top Gimli Sprints

By Clint Johnson

GIMLI, MANITOBA, CANADA JULY 19

The Kevin Johnson/Tevor Unger confrontations are quickly becoming the main attractions at Manitoba Roadracing Association's sprint weekends. At Gimli Raceways on Sunday, Johnson won both Open classes on his 1100cc Suzuki and took second in one of the 750s. Unger countered by collecting wins in both 750cc classes, 600cc Production, as well as second to Johnson in both Open races.

From the first lap of the Open Production heat, Johnson, the established champion, tried to create a comfortable lead on Unger. Unger, riding a Winnipeg Sun Race Team Suzuki, closed in by the midway point, but never came close enough to pass. Chris Lacy took third.

Unger got that one back in the 750s, though, edging out Johnson. The real racing was going on back in the pack, as Lacy, Paul Brooker and Jim Fehey swapped positions with Lacy taking third. The 750cc

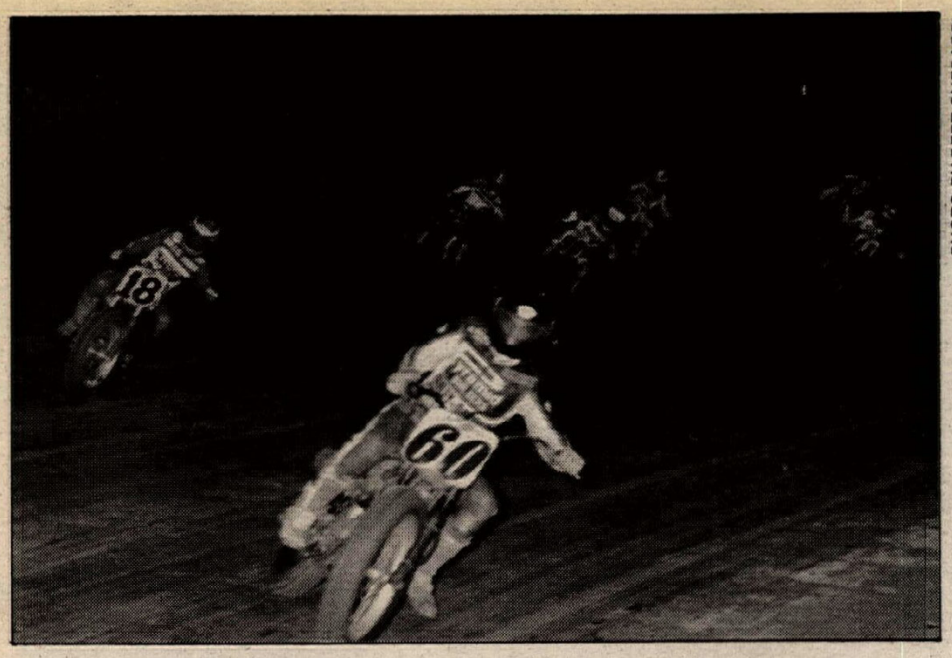


PHOTO BY BERT SHEPARD

Sammy Sweet (60) leads winner Terry Poovey (18) during the Eastern Regional Championship Half Mile at Parkersburg; Sweet finished second.

Superbike matchup ended after one lap, as Johnson threw his bike, and his lead, away in turn one. Johnson was not seriously hurt. Brooker edged out Lacy for second.

Brooker also put in a dazzling ride in the 600cc Production, keeping Unger in his sights all the way to the checkered flag.

Earlier in the day, Mark Stevens continued his dominance of the small-bore machines by taking top honors in the 400cc Production and 400cc Modified divisions. Dwight McKinley and Grant Isfield took second and third both times. Stevens also won the RZ Cup Challenge and in doing so, also clinched the season series for that class.

Results

OPEN PROD: 1. Kevin Johnson, (Suz); 2. Trevor Unger (Suz); 3. Chris Lacy (Yam).
YAM RZ CHAL CUP: 1. Mark Stevens (Yam); 2. Dwight McKinley (Yam); 3. Bruce Myers (Yam).
600 PROD: 1. Unger; 2. Paul Brooker (Suz); 3. Shane Butts (Suz).
750 PROD: 1. Unger; 2. Johnson; 3. Lacy.
400 PROD: 1. Stevens; 2. McKinley; 3. Grant Isfield (Yam).
750 S/BK: 1. Unger; 2. Brooker; 3. Lacy.
400 MOD PROD: 1. Stevens; 2. McKinley; 3. Isfield.
OPEN S/BK: 1. Johnson; 2. Unger; 3. Lacy.

Poovey powers to victory in Parkersburg Regional HM

By Dave Despain

PARKERSBURG, WV, JULY 17

Honda-mounted Terry Poovey of Garland, Texas, took a two-inch margin of victory over fellow Texan Sammy Sweet in the Eastern Regional Championship Half Mile, held at West Virginia Motor Speedway in Parkersburg.

The AMA Eastern Regional, which included a Junior National (covered elsewhere in this issue) and Pro-Am competition, kicked off a full weekend of racing that ended the following night when Bubba Shobert won the Camel Pro National Half Mile.

California's Mike McDonald worked his way through traffic to win the Pro-Am main event, adding to his substantial Eastern Regional Championship point lead.

All the Camel Pro Series stars except Scott Parker and Jay Springsteen practiced and qualified for the Regional, with Harley-Davidson factory rider Chris Carr of California setting the time trial pace. Carr's 24.786-second lap bettered the track record by more than three-tenths of a second. Doug Davis, Shobert and Steve Eklund followed, earning pole positions for the four Expert heats; 48 experts made the show.

Connecticut's Jason Fletcher, Mickey Rusden of Pennsylvania and California's Todd Bridges won the Pro-Am heats, with Fletcher turning the quickest six laps and earning the pole position for the main event.

Shobert and two-time National Champion Ricky Graham, their homework for the National complete, scratched from the Expert program.

The opening Expert heat was won by Sweet over Poovey and Carr. Michigan's Brian Atherton claimed the second heat by besting Davis and Freddie Spencer/SuperTrapp's Doug Chandler, while the third heat went to Eastern Regional point leader Steve Morehead.

The fourth heat opened with fireworks when former National champ Steve Eklund and Californian Wink Freitas crashed in turn one and Eklund's Gardner Racing Harley-Davidson went up in flames. The restart saw Ted Boody of Oklahoma defeat Maryland's Rodney Farris and Pete Hames of California.

Rusden built an early lead in the Pro-Am main event while McDonnell worked his way back from a bad start. McDonnell caught the leader with three laps to go and passed in a handlebar-banging battle which lasted all the way through turns three and four. Rusden was a solid second and David Reeves nipped Fletcher at the line for third.

In the Expert main, Morehead pulled a great holeshot, then faded to an eventual seventh-place finish. Sweet, Poovey and Boody came steaming by, locked in a three-rider battle for the lead that would last the whole race. Carr charged from a back row start to harass the leaders from fourth.

Lap after lap, Sweet held a tight line and the point position while Boody challenged from the very top of the wide groove and Poovey repeatedly stuck his front wheel between them. On the final two circuits, Boody and Carr fell off the pace, victims, respectively, of poor tire adhesion and lack of brakes.

On the final lap, Sweet drove into three hard on the bottom, knowing Poovey would come out of four on the high line. Poovey did just that, timing his pass to perfection and hitting the finish line two inches in front of Sweet.

"Once I decided to ride, I figured we'd go all out to win it," said Poovey, who had considered scratching to save himself for the National. "I put on the softest tire I could buy and it really hooked up."

I really bent the thing in there the last lap," said Sweet. "I knew he'd be coming. We were just a little short."

Results

10-LAP EXPERT FINAL: 1. Terry Poovey (Hon); 2. Sammy Sweet (H-D); 3. Ted Boody (Hon); 4. Chris Carr (H-D); 5. Rodney Farris (H-D); 6. Doug Chandler (Hon); 7. Steve Morehead (Hon); 8. Brian Atherton (H-D); 9. Doug Davis (H-D); 10. Rich King (Hon); 11. Pete Hames (H-D); 12. Keith Day (Hon).
10-LAP PRO-AM FINAL: 1. Mike McDonnell; (H-D); 2. Michael Rusden (Hon); 3. David Reeves (W-R); 4. Jason Fletcher (Rtx); 5. Steve Rasmussen (H-D); 6. Mark Van Housen (C-A); 7. Michael Ludden (Rtx); 8. Richard Foard (Rtx); 9. Corey Jerew (H-D); 10. Todd Bridges (Rtx); 11. David Wass (Hon); 12. Eddie James (Rtx).

Brock bombs DeAnza Motocross

By T.C. Carson

SUNNYMEAD, CA, JULY 12

Suzuki-mounted Jeb Brock, sponsored by Pro-Circuit and Suzuki Country Racing, made good use of a 3-1 tally to wrap up the overall victory in the 250cc Intermediate class at DeAnza Cycle Park. Second place, via a 2-2 combo, went to Yamaha rider John Singletary, while third went to another Yamaha pilot, Craig Davis.

The start of the first moto saw Singletary blast into the lead followed by Davis, David Halverson (Open Intermediate), Brock, Richard Geraghty, Mike Ostermann (125cc), Steve Piatoni (Open) and Ron Lawson. By the end of the first lap, however, Davis had slipped by Singletary for the lead. From that point on, the race was all Davis', and all second place Singletary could do was try and keep Davis in sight and maintain his advantage over Brock.

As the checkered flag fell, it was Davis taking the 250cc class win over Singletary, Brock, Lawson and Geraghty. The 125s went to Randy Danylo followed by Scott Burns, Kit Palmer and Jeff David. Halverson topped the Opens ahead of Piatoni and Lou Delorio.

In the deciding second moto, it was Brock and his Suzuki jamming into the lead ahead of Singletary, Ostermann, Danylo, Halverson and Lawson. First moto winner Davis was ninth.

Knowing he had to keep Singletary at bay in order to wrap up the 250cc class overall, Brock kept his Suzuki pegged the whole moto. Singletary stayed within striking distance every lap but couldn't find an opening to pass. Brock held on for the win and the overall, while Singletary finished second and Davis worked his way into third. Lawson again took fourth.

Danylo captured his second win for the 125cc Intermediate class overall ahead of Burns, David and Palmer. Piatoni came back and topped the second Open moto for the overall ahead of Halverson and Delorio.

Results

JR CYCLES: 1. Ciasar Galvez (Kaw); 2. Tony Cataloe (Kaw).
MINI BEG: 1. Chad Gilf (Hon); 2. Arlondo Olvera (Suz); 3. Mark Moore (Kaw); 4. Dana Corey (Yam); 5. Brian Hubert (Hon).
MINI NOV: 1. Brian Teets (Kaw); 2. Rob Thormbuers (Suz); 3. Lee Akin (Hon).
MINI INT: 1. Kavika Shibuya (Suz).
125 BEG: 1. Jeff Smith (Hon); 2. Chris DeLoss (Kaw); 3. Jeff Moore (Hon); 4. Greg Exquivel (Yam); 5. Jeth Boldman (Yam).
125 NOV: 1. John Bonacci (Suz); 2. Luiz Pareto (Hon); 3. Brett Byard (Yam); 4. Dean Silvers (Kaw); 5. Kurt Rood (Kaw).
125 INT: 1. Randy Danylo (Kaw); 2. Scott Burns (Kaw); 3. Jeff David (Kaw); 4. Kit Palmer (Suz); 5. Mike Ostermann (Hon).
250 BEG: 1. Scot Bennett (Kaw); 2. Jeff Smith (Hon); 3. Jeff Moore (Hon); 5. Donn Maeda (Hon); 5. Ronald Convery (Hon).
250 NOV: 1. Luiz Pareto (Hon);2. Ken Gray (Kaw); 3. Jesse Alexander (Hon); 4. Darwin Gray (Hon); 5. Jim Provine (Hon).
250 INT: 1. Jeb Brock (Suz); 2. John Singletary (Yam); 3. Craig Davis (Yam); 4. Ron Lawson (Hon); 5. Richard Geraghty (Yam).
250 PRO: 1. Marc Johnson (Suz); 2. Rick Gasper (Hon); 3. Masa Shibuya (Kaw); 4. Todd Baldwin (Suz).
OPEN BEG: 1. Brett Chambers (Hon); 2. John Naukivell (Kaw); 3. Robert Lambkin (Hon).
OPEN INT: 1. Steve Piatoni (Hon); 2. David Halverson (Hon); 3. Lou Delorio (Hon).
OPEN PRO: 1. Scott Mapes (Kaw); 2. Patrick McBride (Yam).
VET JR: 1. Scott Thompson (Suz); 2. Paul Keog (Hon); 3. Louis Springer (Hon); 4. Gary Warner (Hon); 5. Ron Tuzinsky (Hon).
VET INT: 1. Dennis David.

Anderson shines at Mesa MX

By Marcella Martin

FRITCH, TX, JULY 12

Andy Anderson, riding a 125cc Suzuki, took first overall with second place Doug McCarty battling to take the lead in both motos.

In round one Anderson kept the lead. McCarty began the moto in third place behind Calvin Kreider but in round two he had moved to second place.

In the second moto, McCarty had the lead but by round two, Anderson had moved ahead and the two ran a tight race. At every turn McCarty was right behind Anderson.

In the 60cc class, Tony Wilson and Ginny Martin were the leaders. Wilson had the lead in the first and second rounds of the first moto but Martin gained the lead and won the moto.

Wilson had the lead in the second moto and Martin moved from fourth place to second place by the second round. Wilson got first overall, Martin took second, with John Dobbins in third.

Results

125 AM: 1. Andy Anderson (Suz); 2. Doug McCarty (Hon); 3. Calvin Kreider (Suz).
OPEN AM: 1. Mike Wilson (Kaw); 2. Larry Beeder (Hon); 3. Jim Smith (Hon).
250 AM: 1. Mike Wilson (Kaw); 2. David Youree (Suz); 3. Bobby Paige (Yam).
OVER 30: 1. Harold Wilson (Kaw); 2. Gary Bolch (Suz); 3. Tony Buchanan (Yam).
60: 1. tony Wilson (Kaw); 2. Ginny Martin (Kaw); 3. John Dobbins (Yam).
80 SR: 1.Cody Anderson (Suz); 2. Dustin Miller (Suz); 3. Cody Ammons (Hon).
80 JR: 1. Dustin Miller (Suz); 2. Rory Martin (Yam); 3. Chris Epps (Yam).
PRO: 1. Michael Keating (Kaw); 2. Gary Ivey (Hon); 3. Gary Salter (Suz).

Villella tops Juniors at Parkersburg HM

By Dave Despain

PARKERSBURG, WV, JULY 17

Series point leader Bryan Villella claimed a come-from-behind win in round 12 of the Junior National Championship Series, held tonight at West Virginia Motor Speedway in Parkersburg.

In his last ride as a junior, Ohio's Scott Stump topped qualifying with a 25.435-second time trial before making his expert debut in Saturday's Camel Pro Series event.

Stump edged Washington's Darell Davis, second-ranked Junior in the nation, in the first Junior heat race, while Villella handily won the second qualifier to set up their three-way battle in the feature final.

In the main event, Davis grabbed the holeshot, intent on beating Villella and overcoming a three-point deficit in the National standings. Davis had taken the point lead with back-to-back TT wins at Santa Fe and Peoria, but Villella regained the advantage with a half mile win at Hagerstown, Maryland, a week prior to Parkersburg.

As Davis opened a 40-yard lead, Stump and Villella battled for second with Stump running a high line that began to reel in Davis at midrace. With three laps to go, Villella adopted Stump's up-top tactic and made a breath-taking run at the leaders; the trio shuffled the deck on the final two laps.

First Stump passed Davis, whose motor had begun to lose top-end power, then Villella swooped around Stump as they turned for the white flag and held on to win by a length. Davis settled for third and fell a full 10 points behind Villella in the Junior Championship chase.

Behind the leaders, Craig Howard nipped Canada's Steve Aseltine by inches for fourth, while Craig Estelle took sixth over Scott Saunders, Mark Corsetti, Kris Kiser and Recil Hart.

British Bike Rally winners included (from left) Jim McCleery, Tina Gasser, Ken Smith, Don Smith, Chuck Vrotney, Crandall Crane, Fay Younkin, Howard Meeker, and David Lindley.

The final quintet staged a breathtaking, race-long battle for the sixth through 10th place positions.

Results

12-LAP JR NAT'L: 1. Bryan Villella (W-R); 2. Scott Stump (W-R); 3. Darell Davis (W-R); 4. Craig Howard (W-R); 5. Steve Aseltine (H-D); 6. Craig Estelle (H-D); 7. Scott Saunders (Hon); 8. Mark Corsetti (W-R); 9. Kris Kiser (Hon); 10. Recil Hart (Rtx); 11. William McCoy (H-D); 12. Ken Netto (H-D).

JR NAT'L PT STNDS: 1. Bryan Villella (144); 2. Darell Davis (134); 3. Steve Aseltine (89); 4. Scott Stump (57); 5. (TIE) Jon Nunez/Craig Howard (55); 7. Kevin Atherton (51); 8. (TIE) Eric Graybeal/Mark Corsetti (42); 10. Chance Darling (38).

Luczynski takes Connecticut State HS

By Paul Clipper

UNION, CT, JULY 12

Dick Luczynski survived 90-degree heat and intense humidity to score the overall championship at the NETRA Connecticut State Hare Scrambles today. Luczynski piloted his Yamaha YZ250 to a nearly unchallenged win over a new hare scrambles course that won praise from those who did well and a certain amount of complaining from the few DNFs.

The five-mile course was hacked out of a dense growth of mountain laurel covering about four acres and known locally as "Michelec's Laurel Labyrinth." It is an infamous spot in northern Connecticut, well known for its deviousness, as anyone who's spent time riding in mountain laurel can attest to. "It's the darndest thing," said Martin Michelec, the owner of the property, "We've got trails cut through that laurel that come within 10 feet of each other, and if you're riding you can hear bikes coming by, but there's no way you can see them."

To make the area slightly more suited to hare scrambles rather than the normal enduro course, Michelec and his son Gary, the Trail Boss of the event, spent a week widening the trails and even clearing with a bulldozer if necessary. "We wore out four chain saw blades in there!" said Michelec.

All the work was worth it, though, when Sunday morning the first wave of riders tested the track for the very first time. Minis and Juniors began at 9 a.m., and ended an hour later with Scott Phelps getting his Honda across the line with a good cushion over Keith Novello, for the Junior win. Third in the Junior class was Scott Smith. Leading the Mini class in was Wes Clarke, followed by Bill Dakai and Derek Jenks.

The Novice class went off at 10:30 a.m. sharp, and when the roaring finally died down it was Phelps once again, this time with a win in the 125cc Novice class. He was joined by Victor Laberge, who bested the Open Novice class, and Thomas Norton and Steve Hall, who brought home the 250 and 200cc wins, respectively.

The Experts and Amateurs actually had a better course to ride at 1 p.m., since the earlier classes had actually worn a track through the rocks and roots of the Laurel Labyrinth, but Mother Nature kept everyone honest by blowing away the fog and bringing in the sunshine for the last and longest race. The temperature immediately climbed, and by 2 p.m., low areas in the trees felt just as hot and muggy as the inside of a laundromat clothes dryer. One spot on the course was a mixed blessing to the hot riders, as the 20-inch deep pond crossing could drown you out just as easily as cool you off!

There were a few minor injuries, mostly from tumbles in the rocks; but the main cause of the surprising DNF rate among the fast riders was the heat. Something about a steamy day makes you want to call it quits if things just don't go your way! In the end it was Luczynski with a comfortable cushion over second, and Eric Benoit, Paul Milliken, and Scott Brothers in the 125, 250cc and Open Expert class contests.

Results

O/A CHAMP: 1. Dick Luczynski.
200 NOV: 1. Steven Hall; 2. Philip Hebert; 3. Joe Nacsin.
125 EX: 1. Eric Benoit; 2. Wayne Ryan; 3.Larry Pugrab.
200 EX: 1. Paul Clipper; 2. Cliff Snow.
250 EX: 1. Paul Milliken; 2. Kevin Hesnan; 3. Todd Stavens.
OPEN EX: 1. Scott Brothers; 2. Earl Law; 3. John Harriman.
125 AM: 1. D. Morrison; 2. Bruce Wilcox II; 3. M. Murdough.
200 AM: 1. Jamie Prior; 2. Christian Wagner; 3. William Gerner.
250 AM: 1. Scott Forand; 2. Jack Hazelwood; 3. Doug Mastrangelo.
OPEN AM: 1. Robert Bennett; 2. Brian Walter; 3. Tim Gingell.
125 NOV: 1. Scott Phelps; 2. Tom Rainville; 3. David Caruso.
250 NOV: 1. Thomas Norton; 2. Ralph Boston; 3. Glen Streeter.
OPEN NOV: 1. Victor Laberge; 2. Roger Billharz; 3. Phillip Sherman.
4-STRK: 1. Scott Hyde; 2. Luis Colom; 3. Dan Kelly.
SR: 1. Ron Ryan; 2. Gary Doerr; 3. John Bradbury.
S/SR: 1. Irv Witkop; 2. Dave Fitzgerald.
JR: 1. Scott Phelps; 2. Keith Novello; 3. Scott Smith.
MINI: 1. Wes Clarke; 2. Bill Dakai; 3. Derek Jenks.

Swenson overalls Bodoura Enduro

By Becky Potter

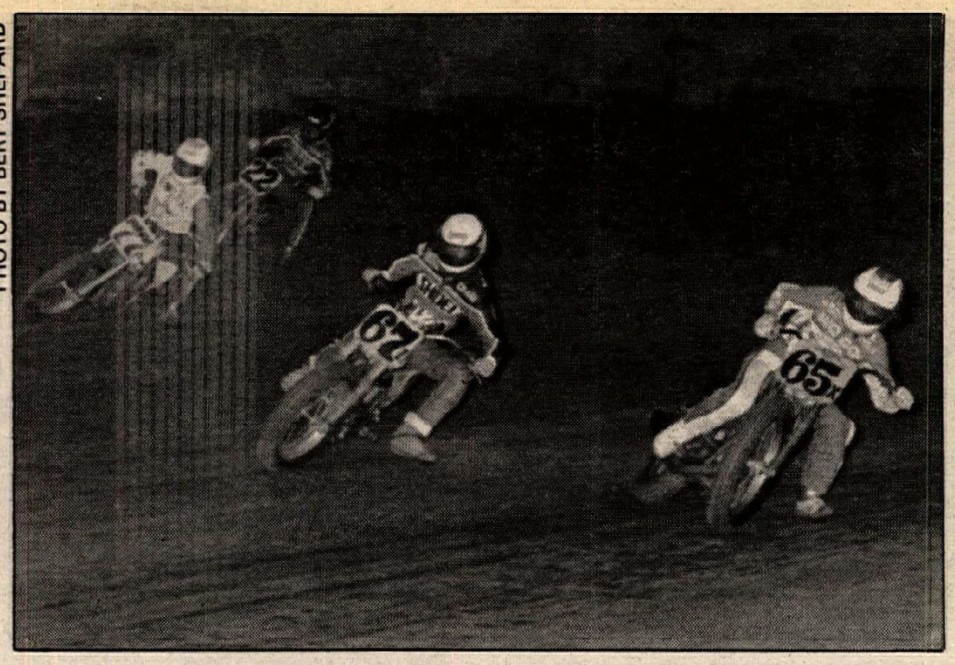
BACKUS, MN, JULY 12

The Bodoura State Forest near Backus, provided the setting for the Bodoura Enduro. This is the second year that the Northern Lights M.C. has hosted this event, and as usual they did an excellent job.

The overall went to Steve Swenson riding a Honda CR250 who dropped only three points. "It was a fun, fast ride, and I didn't make any mistakes," said Swenson.

One of the largest and most competitive classes was the Masters class (A riders 30-40 years old). Fourteen riders finished with a point spread of six to 29. Dana Koenig, better known as Team Pee Wee, took first place on a KX80. With the win, he now leads the series.

PHOTO BY BERT SHEPARD



Parkersburg Junior National winner Bryan Villella (65X) diced with Craig Howard (67Z), Recil Hart (77P) and Steve Aseltine (22T).

A newcomer to the Senior class, Steve Reshke placed first, dropping 11 points. Fellow competitor Dale Greenwald commented that a new requirement for Senior riders — a minimum of a 38 inch waist — would be brought up at the next rules meeting.

The 200cc B class has lots of talent. Craig Holasek took overall B honors with seven points. This left the way for Dale Sanborn with nine to win on the tie breaker over Tim Ryan for first place.

A true gentleman, Cindy Lingren's husband gave her some of his gas out on the trail. She went on to win with her XR250 while he had to be towed back to the pits.

Results

O/A: 1. Steve Swenson.
O/A A: 1. Rob Wink.
OPEN A: 1. Rex Greenwald; 2. Randy Morgan; 3. Mike Larson.
250 A: 1. Randy Lewis; 2. Mike Ward; 3. R. Swift.
200 A: 1. Joe Gale; 2. Dennis Bett; 3. Mike Detjens.
MSTR: 1. Dana Koeing; 2. Mike Ellis; 3. John Rasmusen.
SR A: 1. Steve Reschke; 2. Dick Carpenteer; 3. Jeff Smith.
O/A B: 1. Craig Holasek.
OPEN B: 1. Kyle Hvezda; 2. Mark Croswell.
250 B: 1. Todd Mathig; 2. Joe Boswert
200 B: 1. Dale Sanborn; 2. Tim Ryan.
SR B: 1. Jim Gibbons; 2. R. Freeman.
O/A C: 1. Daniel Ferderer.
OPEN C: 1. Mark Deal; 2. William Parenlay.
250 C: 1. Kevin Hamann; 2. Jamie Hansen
WMN: 1. Cindy Lindgren.

Team Smith wins British Bike Rally

By Joe McLaughlin

DOVER, OH, JULY 12

A father and son team, Don and Ken Smith of Canal Fulton, Ohio, pooled their mutual skills, money, and hundreds of hours of work to rebuild a classic British 1957 Matchless motorcycle. Sunday, they won first place in the Competition class and the coveted "People's Choice" trophy at the 2nd Annual Florence Becker Memorial British Bike Rally.

The event was staged by the Singing Wheels Motorcycle Club of Dover as a benefit for the American Cancer Society. Other winners included Howard Meeker (Triumph 750cc); Fay Younkin (Triumph 650cc); Charles Vrotney (BSA); Crandall Crane (Vincent); David Donovan (Norton); Jim McCleery (Custom); and David Lindley (Mixed Brands). Thirty vintage motorcycles were displayed under the grandstand at the Dover Fairgrounds.

"Dad used to ride a Matchless like this one in desert racing in California," said Ken Smith. "We literally built the bike from bits and pieces. It had been set aside as a piece of junk and was all rusted."

The Smiths have invested over two years and $3000 in the project with detail work being handled by Ken and basic engine building and mechanical elements completed by Don.

"We're making it an original in every detail," said Don, a truck mechanic by trade. "About the only thing we're missing is an original six-volt Lucas battery in a rubber case. Those are hard to find!"

The Smiths are part of a small army of American motorcycle enthusiasts who recall the years after World War II when British motorcycles dominated the industry worldwide. All of the marques featured at the Becker rally have since passed into oblivion: Norton, Triumph, Velocette, Vincent, BSA, Royal Enfield, Matchless, and Greeves have all ceased production.

Results

TRI 750: 1. Howard Meeker ('75 Trident); 2. Lee Phillips ('82 Royal); 3. Todd Thompson ('77).
TRI 650: 1. Fay Younkin ('64 TR6SR); 2. George Deshong ('75); 3. Bill Fulmer ('68).
BSA: 1. Charles Vrotney ('71-250); 2. Kevin Anderson ('69 Rocket 3-750); 3. Pete Wagner ('69-650)
VIN: 1. Crandall Crane ('50); 2. Larry Mellor ('52); 3. Crandall Crane ('52).
NOR: 1. David Donovan ('67 Atlas-750); 2. Kevin Anderson ('74 Commando-850).
COMP: 1. Don & Ken Smith ('57 Mat G80CS); 2. Don & Ken Smith ('69 Greeves Ranger); 3. William Dawson (BSA-500).
CUS: 1. Jim McCleery ('66 Tri); 2. Rex Runwar ('75 Nor); 3. Bob Becker ('77 Tri).
MIXED BRANDS: 1. David Lindley ('60 Velo); 2. Kirby Crane ('68 Ossa); 3. Pat Mellor ('67 Bul).
PEOPLE'S CHOICE: 1. Don & Ken Smith ('57 Mat G80CS).

Nyitray nails Delta MX

By Mark Montgomery

DELTA, OH, JULY 11

Kawasaki rider Tim Nyitray grabbed a double dose of moto wins to clinch the overall trophy in a grueling, crash-filled, 125cc B class Saturday at Glass City Motosport Park.

Sixteen banzai-minded riders had their 125cc engines screaming towards the first turn when the gate dropped. Nyitray headed the snarling pack, followed closely by Jim Almroth, Craig Valle, Tracy Krum, Kevin Korn, Robert Patchin, David Oates and Glenn Severance, all of whom were so close that it was hard to tell their positions. Almroth swung wide in a corner near the end of lap one, just for an instant, yet he lost five positions in that moment, falling to seventh.

The intensity never subsided. After two laps six bikes were still clumped at the front. Patchin made a dramatic pass to grab second from Krum, only to crash immediately. In the ensuing confusion, Nyitray garnered a small breathing space of 15 yards, with Krum and Korn in hot pursuit, themselves pursued by Valle, Oates and a hard-charging Almroth. One

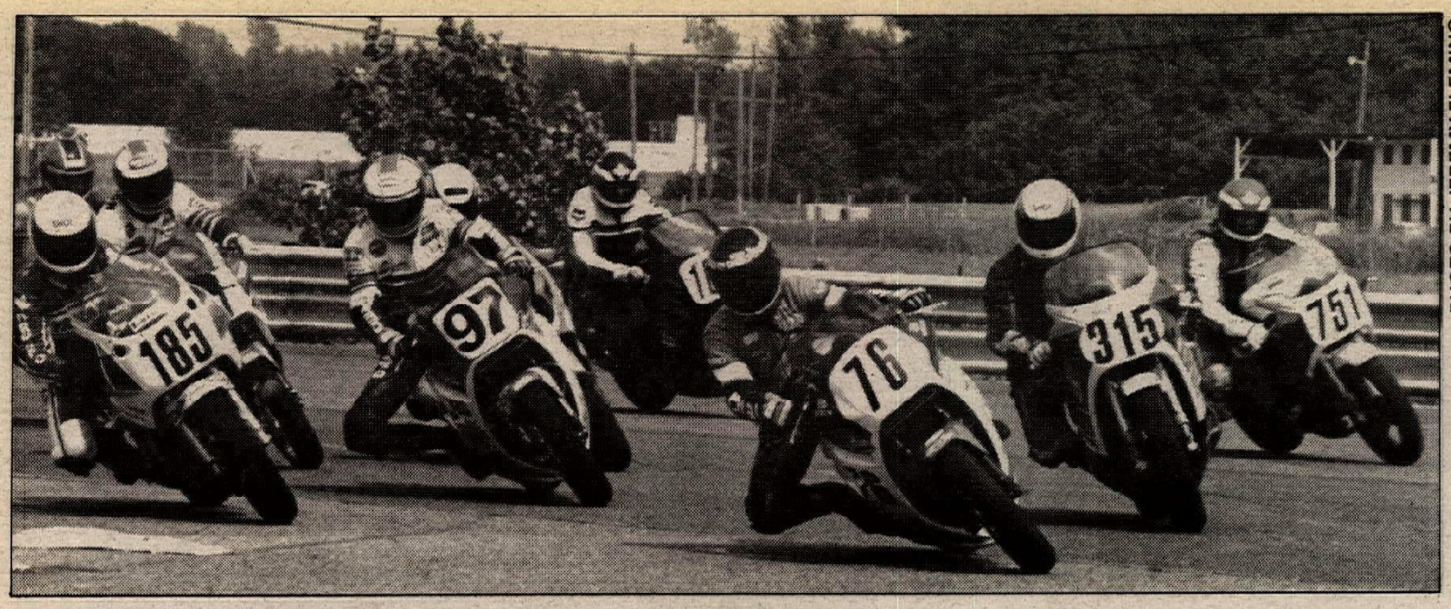


PHOTO BY JEREMY FLEMING

Tom Douglas (185) entered turn one on the inside line and powered away to win the Sanair Road Race.

lap later, while Nyitray fought off the challenge of Krum and Korn, the fourth through sixth spots changed, now belonging to Almroth, Patchin and Severance.

During lap five, Patchin passed Almroth and started to challenge Korn for third, while Krum took off in a determined effort to head off Nyitray. During a space of a mere 10 seconds, Korn and Patchin put on a show of four back-and-forth passes, two of them in the air over tabletops. A battle which Korn won. Krum closed the small gap between himself and Nyitray on the last lap, but Nyitray flew past the checkered flag with fist upraised and a victory yell. Krum settled for second. Meanwhile, Almroth put on a passing display of his own as he snagged Patchin, then passed Korn in the air at the finish to steal third place by the width of his front knobby. Patchin took fifth while Severance motored to sixth.

Moto two of this highly competitive class was no less exciting. Nyitray powered to the holeshot again, barely ahead of the bar-banging battle behind him. Halfway through the first lap there was a six-bike collision in a series of sharp whoops. Bikes and riders went everywhere. Nyitray took advantage of these brief seconds to stretch his lead while his pursuers tried to untangle their machines. At the end of lap one the field rocketed past the scoring table with Nyitray holding a 20-yard lead over Oates, Severance, Robert Labo, Krum, Korn and Andy Tosto.

Korn rode the next few laps with a single-minded intensity that threw caution to the wind. He slammed past Krum in the whoops to capture fifth. Korn then got an inside line on Tosto as they fought through a tight, left-hand corner. Korn ended up nabbing fourth while Tosto found himself in the fence. During lap four both Severance and Korn passed Oates to take second and third, respectively. Meanwhile, Nyitray had been riding consistently and opening up his lead.

With one lap to go, Korn tried one flashy pass too many as he crashed while trying to get around Severance, Unfortunately, Krum was right behind Korn, ran over the fallen bike, and crashed.

Nyitray took the win and the overall. He was followed in moto two by Severance, who took second overall, Oates a quickly-remounted Korn (third overall), and Patchin, who was fourth overall.

Results

50 AUTP 4-8: 1. Nicholas Wey (Yam); 2. Jason Trout (Yam); 3. Randy Valade (Yam); 4. Chris Considine (Yam).

60 7-11: 1. Travis Petersen (Kaw); 2. Matt Maximoff (Kaw); 3. Howard DuRussell (Kaw); 4. Ryan Valade (Kaw); 5. Jason Bailey (Kaw).

80 JR 7-11: 1. Justin Jarrett (Yam); 2. Matt Maximoff (Kaw); 3. Jeremy Jarrett (Yam); 4. Brandon Drake (Yam); 5. Howard DuRussell (Kaw).

80 SR 12-15: 1. Eric McLear (Yam); 2. Bryan Weiler (Kaw); 3. Rick Sayers (Suz); 4. Brian Swink (Kaw); 5. Jeff Blackburn (Kaw).

80 NOV: 1. Brian Thrift (Yam); 2. Troy Hoskins (Kaw); 3. Tom Gilliam (Kaw); 4. John Gilliam (Kaw).

125 JR 12-15: 1. Brian Swink (Kaw); 2. Bryan Weiler (Kaw); 3. Rick Sayers (Yam); 4. Jeff Blackburn (Kaw); 5. Brad Lech (Hon).

125 A: 1. Jay Wentzel (Kaw); 2. Steve Robinson (Kaw); 3. Andy Hatcher (Yam); 4. Bill Robinson (Hon); 5. James Schmidutz (Yam).

125 B: 1. Tim Nyitray (Kaw); 2. Glenn Severance (Kaw); 3. Kevin Korn (Kaw); 4. Robert Patchin (Hon); 5. Jim Almroth (Hon).

125 C: 1. Jason Evans (Hon); 2. Bob DeSonia (Kaw); 3. Mark Neumann (Hon); 4. Michael Youngpeter (Hon); 5. Brad Lech (Hon).

250 A: 1. Jay Wentzel (Kaw); 2. Steve Robinson (Yam); 3. Jon Schmitz (Suz); 4. Michael Schroeder (Hon); 5. James Schmidutz (Hon).

250 B: 1. John Hunter (Yam); 2. Allan Wiggins (Hon); 3. Bill Burke (Yam); 4. Steve Bates (Yam); 5. John Thompson (Kaw).

250 C: 1. Chad Smiley (Kaw); 2. Terry Wade (Hon); 3. Mark Montgomery (Suz); 4. Hank Furll (Hon); 5. Ronald Kendrick (Hon).

OPEN A: 1. Bart Newman (Hon).

OPEN B: 1. John Hunter (Yam); 2. Scott Gatto (Hon); 3. George Fanelli (Hon); 4. Todd Goetz (KTM): 5. Jeffrey Clark (Hon).

WDS 30+: 1. Dave Glenn (Hon); 2. Terry Wey (Hon); 3. Howard DuRussell (Hon); 4. Stanley Salter (Hon); 5. Rick Clawson (HOn).

SR 40+: 1. Tom Jankowski (Yam); 2. Harvey Smith (Yam); 3. Richard Schank (Yam); 4. Dennis Lappin (Hon); 5. Karl Papenhagen (Yam).

Douglas dominates Sanair Road Race

By Jeremy Fleming

QUEBEC, CANADA, JULY 12

The R.A.C.E.-sanctioned 1987 Motoplan-Castro Eastern Canada Challenge Regional Series got its first double-feature winner in round five at Sanair, when Yamaha Motor Canada-backed Tom Douglas scored his second Pro 750cc Superbike win, this time on the drag strip-based circuit.

After recovering from a big crash to win the Superbike class in round three of Shannonville, Douglas finished second to arch-rival Norm Murphy in round four before walking away from round five at Sanair. Riding his Production class Yamaha FZR750R when his Superbike wasn't ready, Douglas simply fitted slicks for the feature after strong performances in the Production races. "Unlike some Production bikes, the FZR just gets better with the slicks," said Douglas. "The only real problem is readjusting for the different performance."

Evasion Suzuki GSXR750 Superbike-mounted Derrick Medaglia got his usual holeshot at the start of the feature, chased by the Lyte Rapid Transit GSXR750 of rookie pro Bryce Dowler, Douglas and Kyle Andrews. While the Superbikers played it safe coming onto the front straight, driving between the drag strip "burn out" lanes, Douglas was running the geometric lines, charging at the pit wall and brushing the hay bales. Even with a horsepower disadvantage, Douglas passed Medaglia for the lead starting lap six and held him off going down the drag strip, grabbing the lead for good.

While Douglas walked away for a six second win in front of his home crowd, Medaglia and Dowler battled for second, and Belleville Kawasaki Superbike-mounted Peter Lusby was right behind, having passed Andrews for fourth.

Lusby disposed of Dowler and Medaglia on lap eight of 15, and set off after Douglas. Although he knocked a couple of seconds off the leader, there wasn't enough time to play catch up, and Lusby had to settle for second. Dowler placed third, as Andrews moved up to fourth, slow starting rookie pro Andrew Burgel blasted his GSX up to fifth, while Medaglia faded to sixth at the finish.

Results

125 AM GP: 1. John Vito (Hon); 2. Mike Busby (Yam); 3. Don Murfin (Hon).

AM F-2: 1. Dann Stott (C-A); 2. Steve Grezoux (Hon); 3. Many Barqueiro (Yam).

AM BoTT: 1. Bill King (H-D); 2. Dave Head (Duc).

400 AM PROD: 1. Denis Royer (Hon); 2. Miguel DuHamel (Yam); 3. Richard Crete (Hon).

600 AM PROD: 1. Ghislain Gingras (Suz); 2. Pierre L'Heureux (Suz); 3. Pierre Daigle (Suz).

750 AM PROD: 1. Ivan Reinstma (Yam); 2. Stephen Moxey (Hon); 3. Jean-Francois Leclerc (Suz).

750 AM S/BK: 1. Jean-Francois Leclerc (Suz); 2. Ivan Reinstma (Yam); 3. Mike Marcelli (Suz).

AM OPEN: 1. Marco Grondin (Suz); 2. Patrice Goyette (Hon); 3. Mike Macelli (Suz).

FAST YAM (SAT): 1. Benoit Pilon (Yam); 2. Linnley Clark (Yam); 3. Michel Auger (Yam).

FAST YAM (SUN): 1. Benoit Pilon (Yam); 2. Michel Auger (Yam); 3. Clyde MacDonald (Yam).

YAM RZ350 CUP: 1. David Grummett (Yam); 2. Miguel DuHamel (Yam); 3. Dan Witmer (Yam).

PRO F-2: 1. Sylvain Portugais (C-A); 2. Chris Knowles (Hon); 3. Andrew Trevitt (C-A).

PRO BoTT: 1. Larry Strung (BMW); 2. Pat Barnes (Kaw).

PRO 600 PROD: 1. Jean Paquet (Hon); 2. Richard Gref (Hon); 3. Eddy Brunet (Suz).

PRO 750 PROD: 1. Mario DuHamel (Hon); 2. Tom Douglas (Yam); 3. Norm Murphy (Kaw).

PRO OPEN PROD: 1. Tom Douglas (Yam); 2. Norm Murphy (Kaw); 3. Tim Johnson (Hon).

PRO OPEN (F-1): 1. Jean-Luc Cabana (Suz); 2. Derrick Medaglia (Suz); 3. Peter Lusby (Kaw).

PRO 750 S/BK (FEA): 1. Tom Douglas (Yam); 2. Peter Lusby (Kaw); 3. Bryce Dowler (Suz); 4. Kyle Andrews (Suz); 5. Andrew Burgel (Suz).

Hodges dominates Mathias ST

By Joe McLaughlin

NEW PHILADELPHIA, OH, JULY 11

Rob and Tom Hodges finished one-two in both heat and final event action at Mathias Raceway's short track Saturday night. The Hodges were chased to the finish line by Murray Anderson.

Robert Smith of Mansfield won the big-bore, 500cc and Open class action, followed by Rick Giovannetti, and Rob Hodges.

The crowd saw some interesting racing back in the pack of the 500cc/Open final as veteran Strom MacDowell battled to hold on to third place aboard his old, white Triumph. MacDowell lost the race by half a bike length to Rob Hodges.

Results

250: 1. Tom Hodges; 2. Rob Hodges; 3. Murray Anderson.

500: 1. Robrt Smith; 2. Rick Giovannetti; 3. Rob Hodges.

Lucente takes win at Little Okie MX

By Mark Staab

MADERA, CA, JULY 11

Steve Lucente took the overall victory at Little Okie International with a second moto victory after Dallen McKenney's brake pedal broke.

Darren Vanderpool, of Fresno, took the holeshot in moto one with Steve Lucente and Dallen McKenney in hot pursuit. Vanderpool held off Lucente and McKenney for the first three laps. On lap four, McKenney got a good drive off of the triple jumps and passed Lucente and Vanderpool on the front straight. Lucente slipped under Vanderpool in the next turn. Through the next four laps, Lucente and McKenney diced for the lead. While trying to make a last lap pass over the triple jumps, Lucente almost lost control and took himself out, giving the first moto to McKenney with Lucente holding on for second.

At the start of moto two, McKenney and Lucente banged handlebars off of the starting line with McKenney taking the lead in the first turn. McKenney's lead was short-lived. On lap two, Lucente got by in the tight right handed turn after the tabletop. It was soon evident that McKenney was in trouble on lap three as he pulled off of the track and headed back to the pits. The problem turned out to be the broken brake pedal. With McKenney in the pits, Lucente took an easy win in moto two and took the overall victory.

Results

50: 1. Sandy Theys (Yam).

60: 1. Jay Theys (Kaw); 2. Adam Brownlee (Kaw); 3. Justin Quinn (Kaw).

PP: 1. Tammie Blew (Hon); 2. Kassie Gray (Hon); 3. Dayna Wood (Kaw).

80 BEG DIV 1: 1. Ryen Tarbet (Suz); 2. Mike Ellison (Hon); 3. Victor Villanueva (Suz).

80 BEG D-2: 1. Eric Wafford (Hon); 2. Ryan Rieger (Suz); 3. Jimmy Emmett (Hon).

80 JR: 1. Mike Lozano (Hon); 2. Leon Fitzgerald (Hon); 3. Chris McCallie (Yam).

80 INT: 1. Kennie McGrath (Kaw); 2. Jesse James (Suz).

125 BEG D-1: 1. Brian Ross (Yam); 2. Byron Walker (Kaw); 3. Tyron Farley (Kaw).

125 BEG D-2: 1. Chris Hughes (Hon); 2. Chris Kawasaki (Kaw); 3. Randy Titchie (Kaw).

125 JR: 1. John Culwell (Kaw); 2. Mike Quaschnick (Yam); 3. Kennie McGrath (Kaw).

125 INT: 1. Todd Hicks (Hon); 2. Chris Neal (Kaw); 3. Pat Bennett (Kaw).

250 BEG: 1. Billy Coane (Kaw); 2. Jim Gardner (Hon); 3. Pat LeForge (Hon).

250 JR: 1. Chuck Mark (Kaw); 2. Mark Mitzel (Hon); 3. Bob Wilson (Kaw).

250 INT: 1. Patrick Bennett (Kaw); 2. Billy Woods II (Kaw); 3. Darrell Edwardo (Suz).

250 PRO: 1. Steve Lucente (Suz); 2. Allen Passmore (Hon); 3. Dallen McKenney (Hon).

500 BEG: 1. Rodney Greener (Hon); 2. Mike Chellino (Hon); 3. Robert White (Hon).

500 JR: 1. Danny Jones (Yam); 2. Bob Wilson (Kaw).

500 INT: 1. Steve Miraglia (Hon).

500 PRO: 1. Jim Quaschnick (Yam); 2. Dave Hosaka (Hon).

VET JR: 1. Mike Graham (Hon); 2. Brian Merchant (Hon); 3. Ed Crawford (Hon).

OT JR: 1. Dan Thompson (Yam).

VET INT: 1. Mike McGinnis; 2. Reinal DeLaCerda (Hon).

OT INT: 1. Leon Price (Hon).

Hulse nails Baylands MX

By Mike Vancil

FREMONT, CA, JULY 10

Jack Hulse put together two near perfect rides to capture an undisputed first overall in the "Open" Professional class at Baylands.

In the first moto Gary Fargo put his 125cc Honda right up among the leaders, but could not hold the pace that Hulse and John Dauth were setting. Dauth would later learn that his knee was not 100% healed and he would be forced to a last place finish. Hulse in moto one kept his Goose Brothers Racing/EP Performs/Maxima/Peninsula Honda-sponsored Honda out in front all the way for the moto win.

The second moto was when Fargo really got serious and wailed on his little 125. Hulse looked over his shoulder more than once to deter-

mine if Fargo would come up to challenge. The checkers came out and Hulse had his second win of the evening with Fargo in second. Fargos' 4-2 performance was better than Dauths' 2-5, giving Fargo second overall.

Phil Douglas rode his Yamaha YZ250 machine to four straight wins during the evening as he completely dominated the 250cc Intermediate and the Vet Master classes. Second place in both Vet Master motos went to Duane Hughes, who was able to hold off a very talented field of Vet Masters, but could not get close enough to Douglas to mount a challenge.

In the 250cc Intermediate class, it was Douglas pitting his skills against younger and more daring riders. Closest in the first moto was Bill Gerger and the runner-up honors in the second moto went to Dave Rogers. The end result, however, was that Paul Midson put in the most consistent ride with two thirds to take second overall behind Douglas.

Results

80 BEG D-1: 1. Norman Winter (Hon); 2. Jason LaBare (Yam); 3. Peter Urfer (Hon); 4. Michael Winter (Hon); 5. David Augustine (Yam).
80 BEG D-2: 1. Garrett Gora (Hon); 2. John Fox (Yam); 3. Brian Gouveia (Yam); 4. Eric Thompson (Hon); 5. Marc Burrell (Yam).
80 JR: 1. John Nicolaus (Kaw); 2. Christopher McCallie (Yam); 3. John Peavler (Yam); 4. Jeff Gladieux (Hon); 5. Kenny Spence (Yam).
80 INT: 1. Kennie McGrath (Kaw).
125 BEG: 1. Marcus Charles (Kaw); 2. Matt Phipps (Hon); 3. Leo Salazar (Kaw); 4. Leon Frank (Hon); 5. Chris Sechiatano (Hon).
125 JR: 1. Mike Aivagedis (Hon); 2. Kennie McGrath (Kaw); 3. Steffan Whiting (Hon); 4. Joe Bruce (Hon); 5. John Newell (Hon).
250 BEG: 1. James Perry (Hon); 2. Leon Frank (Hon); 3. Jeff Ravenscraft (Hon); 4. Mike Ospring (Hon); 5. Robert Foster (Yam).
250 JR: 1. Allan Cassare (Hon); 2. Greg Bailey (Yam); 3. Don Mendenhall (Suz); 4. Keith Tanti (Yam); 5. Geoffrey Fox (Hon).
250 INT: 1. Phil Douglas (Yam); 2. Paul Midson (Hon); 3. Bill Gerber (Yam); 4. Dave Rogers (Hon); 5. Jessie Britain (Kaw).
OPEN BEG: 1. Aaron Hudson (Yam); 2. Shannon Humphreys (Yam); 3. Robert Jankowski (Hon); 4. Steve LaBare (Hon); 5. Guy Miller (Hon).
OPEN JR: 1. Jon Nicolaus (Yam).
OPEN INT: 1. Steve Miraliga (Hon).
VET JR: 1. Ric Russell (Hon); 2. Dick Smith (Hon); 3. Ed Jardine (Yam); 4. Tom Quirk (Hon); 5. Mike Sterling (Hon).
OT JR: 1. Don Matheson (KTM); 2. Lewis Fast (Yam).
VET MSTR: 1. Phil Douglas (Yam); 2. Duane Hughes (Hon); 3. Jerry Caton (Hon); 4. Mike Marinkovich (Hon); 5. Erik Schaffer (Yam).
PRO: 1. Jack Hulse (Hon); 2. Gary Fargo (Hon); 3. Craig Porter (Hon); 4. John Dauth (Hon); 5. Jim Ashley (Hon).

Vohland rips Sacramento MX

By Nuklear Neukam

SACRAMENTO, CA, JULY 3

A pair of wins in the Pro class at Sacramento Raceway Park were more than enough for Kawasaki-mounted Tallon Vohland to secure the overall at the Friday night Stadium Motocross races in the MotoBowl.

Vohland won the first moto with Honda-mounted Kelly Andris in second and Ron Allen on a Kawasaki in third.

Vohland had his work cut out for him in moto two, however. Honda ace Shawn Wooten crashed out of contention in the opening moto, but a good start made all the difference in the world the second time around. The two Hi-Point-supported riders diced it out until the checkered with Vohland scoring the moto win and the overall money.

Wooten's 11th in the first moto held him back to sixth overall. Andris took fifth in the moto and third overall while Danny Paladino (5-3) took fourth overall. Jimmy "Kamakazi" Robertson finished fifth overall with a 4-6 tally.

Results

PRO: 1. Tallon Vohland (Kaw); 2. Ron Allen (Kaw); 3. Kelly Andris (Hon).
250 INT: 1. Pat Bennet (Hon); 2. Mark Fain (Kaw); 3. Steve Nelson (Kaw).
60 BEG: 1. Travis MacDonald (Kaw).
60 NOV: 1. Matthew Hawkins (Kaw).
60 INT: 1. Casey Johnson (Kaw).
80 INT: 1. Casey Johnson (Kaw).

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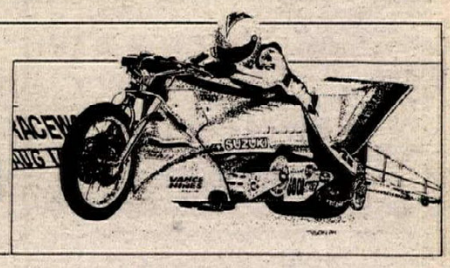

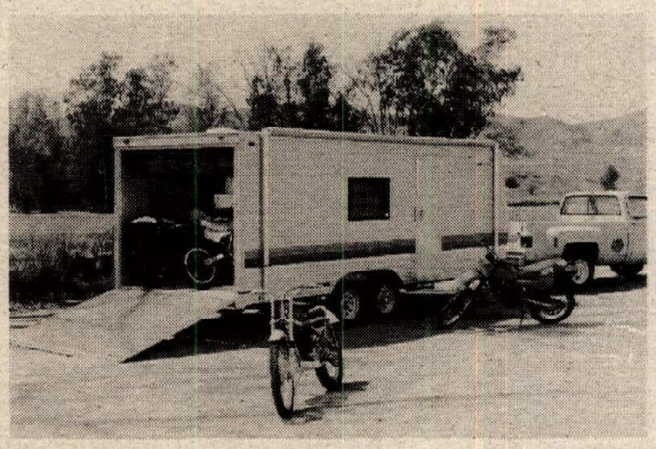

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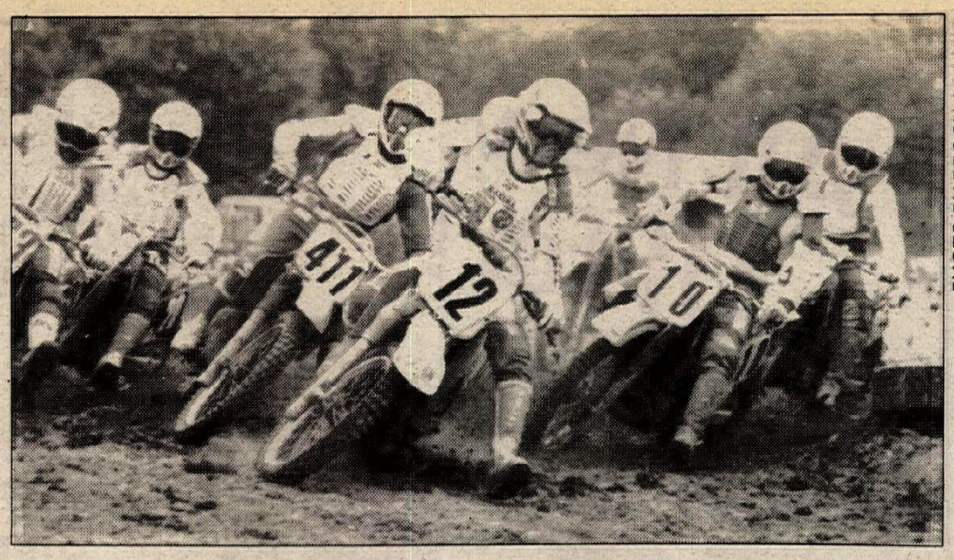

PHOTO BY PEGGY ADAMIC

Mike Boggia (12) grabs the holeshot in the combined 125/250/Open A class at OIR MX. Carl Hand (10) topped both motos.

80 BEG: 1. Todd Miller (Hon); 2. Jarred Packard (Kaw); 3. Jeremy Watkins (Kaw).
80 NOV: 1. Doug Wagner (Hon); 2. Darren Kitzmiller (Kaw); 3. Travis Browne (Kaw).
125 BEG: 1. Mike Cukjati (Hon); 2. Jeremy Cash (Hon); 3. Todd Sauls (Hon).
125 NOV: 1. Mike Brewer (Kaw); 2. Mark Wyhlidke (Kaw); 3. Scott Rounsaville (Kaw).
250 BEG: 1. Joe Conners (Hon); 2. Matthew Longo (Yam); 3. Lee Kirk (Yam).
250 NOV D-1: 1. Tavin Weinrick (Hon); 2. Mike Odell (Hon); 3. Robert Gramm (Yam).
250 NOV D-2: 1. Mike Odell (Hon); 2. Robert Gramm (Yam); 3. Kelly Hoffer (Hon).
OPEN BEG: 1. Don McGann (Hon); 2. Chris Hinkey (Kaw); 3. Neils Carstensen (Kaw).
OPEN NOV: 1. Bud Romero (Hon); 2. Mark Berquist (Yam); 3. Alan Loredo (Kaw).
ENDR: 1. Rod Celoni (KTM); 2. Steve Bacchini (Yam); 3. Matt Leicester (Suz).
VET NOV: 1. Dan O'Bergin (Hon); 2. Lloyd Crabtree (Hon); 3. Jack Wheeler (HOn).
PP: 1. Kathy Leicester (Suz); 2. Andrea Chamberlain (Kaw).
VET INT: 1. Steve Goodwin (Hon); 2. Thom Yuill (KTM); 3. Dennis Hausmann (Hon).
VET EX: 1. Cloyce Holland, Jr. (Suz); 2. Mike Patterson (Kaw).

Collings claims Middleford ST

By Woody Miller

SEAFORD, DE, JULY 3

Roy Collings piloted his First State Cycles-backed Harley-Davidson to victories in the 500cc and Open Pro features at Middleford's short track.

Collings led every lap of the 500cc final over Mark Miller, while Miller had his hands full trying to hold off Mike Owen and Guy Stuart.

In the Open Pro ranks Miller had the lead going in to turn one, with Collings and Stuart in tow. Collings wasted no time and moved into the lead on lap two, then he and Miller were able to pull away from the rest of the field. At the end of the eight-lap race it was Collings the winner, with Miller and Stuart rounding out the top three.

Results

125: 1. Butch Simms (Yam).
250: 1. Guy Stuart (Bul).
SR: 1. Tom Kisielnicki (Yam).
500: 1. Roy Collings (H-D); 2. Mark Miller (Yam); 3. Mike Owen (Rtx); 4. Guy Stuart (Bul).
OPEN PRO: 1. Roy Collings (H-D); 2. Mark Miller (Yam); 3. Guy Stuart (Bul); 4. Tom Kisielnicki (Yam).

Hand romps at OIR MX

By Peggy Adamic

RAVENNA, OH, JULY 5

Carl Hand took the top honors today in the combined 125/250/Open A class, earning his victory with 1-1 moto finishes. A total of 155 riders joined in the action at Ohio International Raceway in Ravenna with the Amateurs receiving nicely designed red, white and blue trophies.

Mike Boggia led the field of riders through the first turn to begin the first moto of the A class with Hand, Ed Snyder, Barney Barnett and Chuck Nicholson behind. Nicholson passed Barnett on lap three of the race, then motored his Honda into third behind Boggia and Hand, with Barnett following and closing in. Barnett went down during his battle with Nicholson giving Snyder fourth place once again.

The see-saw battle continued as Barnett remounted and moved ahead of Snyder again a lap after his crash. Boggia led going into the white flag lap when he went down, and dropped back to fourth place. Hand took the win with Nicholson two bike lengths behind. Barnett finished third followed by Boggia and Snyder.

In the second moto, Boggia once again led the field of riders into the first turn with Hand hot on his trail. Greg Wheeler, Snyder and Barnett battled for second while the front runners began to pull away from the pack of riders behind them. Hand took the lead to begin the fourth lap when Boggia dropped out of sight. Wheeler and Barnett continued in the quest for second with Barnett grabbing the second place spot with less than two laps to go. Wheeler held on to finish third ahead of Snyder and Nicholson.

Ken Frankenberry scored the overall win in the 250cc B class with a 3-1 tally. Honda rider Paul Knapp ran away with the first moto leading from the drop of the gate all the way to the checkered flag. The three riders behind Knapp through the first turn, Jim Deutsch, Frankenberry and John Hill each held their respective places throughout the five-lap moto. Frankenberry took control of the second moto as he grabbed the lead in the first turn with Bob Harrington, Blaine Duecaster and Tim Pizzute trailing behind. Unlike the first moto, every rider behind Frankenberry changed places during the moto. Within two laps Pizzute had routed past Duecaster and Harrington for second. Harrington held onto third, while John Diezic was moving his Yamaha into fourth, bumping off Duecaster. Frankenberry took the overall followed by Pizzute (6-2), Diezic (7-3), and Deutsch (2-8).

Results

P/W: 1. Jesse Atkinson (Yam); 2. Jason Kinley (Yam); 3. David Cacolici (Suz).
60: 1. Matt Martsolf (Kaw); 2. Dave Rowland Jr. (Hon); 3. Jud Rango (Kaw); 4. Brian Bellinger (Hon).
80 7-11: 1. Jason Sell (Kaw); 2. Matt Martsolf (Kaw); 3. Zak Schafer (Kaw); 4. Andy D'Apolito (Yam); 5. Dominic Cacolici (Suz).
80 12-13: 1. Jason Balas (Hon); 2. Mike Baker (Yam); 3. Tim Baker (Yam); 4. Jay Hershey (Yam); 5. Joe Gerdes (Yam).
80 14-15: 1. Mike Howell (Hon); 2. William Koleno (Kaw); 3. Gene Kelley (Hon); 4. John Gerder Jr. (Yam); 5. Bruce Steinfurth (Hon).
125/250/OPEN A: 1. Carl Hand (Hon); 2. Barney Barnett (Hon); 3. Chuck Nicholson (Hon); 4. Greg Wheeler (Hon); 5. Ed Snyder (Kaw).
125 B: 1. Mike Cain (Yam); 2. Brian Jones (Kaw); 3. Bill Penick (Yam); 4. Dave Spiegle (Hon); 5. Pat Beam (Suz).
125 SCHBY: 1. Brian Jones (Kaw); 2. Chris Grasso (KTM); 3. Don Atwell (Hon); 4. Todd Marnin (Yam).
125 GRP 2: 1. Chris Bodo (Hon); 2. Kurt Kadas (Yam); 3. Tim Lutes (Hon); 4. Chris Grasso (KTM); 5. Mike Vancil (Suz).
250 B: 1. Ken Frankenberry (Hon); 2. Tim Pizzute (Suz); 3. John Diezic (Yam); 4. Jim Deutsch (Hon); 5. Jeff Kardas (Kaw).
250 C: 1. Ken Frank (Hon); 2. Dave Travis (Hon); 3. Henry Havenstein (Hon); 4. Alan Lotts (Yam); 5. Kurt Kadas (Yam).
OPEN B: 1. Alan Pizzino (Hus); 2. Jerry A. Boyd (Hon); 3. Dave Becker (Hon); 4. Kevin McCann (Kaw); 5. Jay Smith (Yam).
SR D-1: 1. Alan Pizzino (Hus); 2. Yodd Ervin (Hon); 3. Tom Kloose (Yam); 4. Ken Frankenberry (Hon); 5. Jay Smith (Yam).
SR D-2: 1. Jerry Boyd (Hon); 2. Bill Szeuczyk (Hus); 3. Tom Knapp (Hon); 4. Larry Stahl (Hon); 5. Fred Double (Hon).
EXTRA: 1. Ed Snyder (Kaw); 2. Gary Bruce (Hon); 3. Tim Pizzute (Suz); 4. John Hill (Hon); 5. Alan Lotts (Yam).

Graves grabs Washougal Pac-West MX wins

By Brian Barnes

WASHOUGAL, WA, JUNE 28

Cottage Grove, Oregon's Tony Graves, aboard CR125 and 250 Hondas and sponsored by Roseburg Honda-Yamaha, swept to wins in both the 125 and 250cc Intermediates at Pac-West Series race number three at Washougal MX Park. Sunday's race featured a reversed track from the previous day's racing while the rider count again hovered about 300.

Graves had his hands full in the 25-rider 125cc Intermediate class as some of the northwest's finest talent lined up against him. The first moto found Lance Smail leading Ed Jenson, Graves, Todd Schini, Yamaha rider Monte Spalding and Dana Anderson. Schini kept on the gas for the win with Graves, Jenson, Schini and Spalding rounding out the top five.

In the all important second moto it was Graves who showed the way for the win and overall victory. The next few spots behind Graves were up for grabs as many of the first moto's top finishers had fallen off the pace during moto number two. Schini made his long trip pay off by taking second behind Graves in both the moto and the overall. Jeff Jacobson, Paul Rowland and Rick Hanson rounded out this moto's top five.

The 250cc Intermediate class was also a hard-fought affair with Smail again taking the first moto win aboard his Kawasaki. Following Smail were Honda riders Tony Fox and Graves with Wayne Dixon and Kevin White fourth and fifth. The second round found Graves out front for the duration while Jim Cottett and Fox battled for second. The Cottett-Fox duel lasted for a few laps, until Fox made his move on the Suzuki pilot. Graves ended up taking the win and overall over a hard-charging Fox, who was second. Cottett and Smail were third and fourth.

The Pro divisions were nearly repeats of the previous day's action. In 125cc action, Larry Ward again scored the overall victory on his Yamaha support/Hi-Point-backed machine, posting 1-1 finishes. In the 250s, Yamaha's Scott Tyler turned the tables on Mike Larson's Kawasaki, via a 2-1 score with Larson again taking the Open class honors with Tyler second.

The 80cc Junior class had some exciting action. British Columbia's Scott Naughty bested the first moto with a fine ride. The second spot fell to Shane West with Joel Howard and Chad Brown following. The second moto found West looking good for the win and overall with Honda-mounted Jon Keubler second, Nauty third and Howard fourth.

Results

60: 1. Bradshaw Brandon (Kaw); 2. Mike Ulven (Kaw); 3. Matt Williams (Kaw).
80 BEG D-1: 1. Shawn Highland (Kaw); 2. Bleu Jaegel (Hon); 3. Jamie Cook (Hon).
80 BEG D-2: 1. Troy Kibble (Kaw); 2. Karren Jacobsen (Yam); 3. Warren Baze (Kaw).
80 JR: 1. Shane West; 2. Scott Naughty (Kaw); 3. Joel Howard (Hon).
80 INT: 1. Ryan Huffman (Yam); 2. Danny Ulven (Kaw); 3. Jason McCormick (Kaw).
125 BEG D-1: 1. Jon Kuebler (Hon); 2. Tom Collie (Hon); 3. Dean Grant (Hon).
125 BEG D-2: 1. Brett Bierek (Yam); 2. Jeff Payne (Hon); 3. Rick Corkill (Hon).
125 JR D-1: 1. Matt Worbes (Yam); 2. Brett Norris (Yam); 3. Anthony Whipple (Hon).

PHOTO BY BRIAN BARNES

Mike Larson (55) topped both the 250 and 500cc Pro divisions at the latest round of the CMC Pac-West Series, held in Washougal MX Park.

125 JR D-2: 1. Cory McIntyre (Hon); 2. Jason Crandell (Suz); 3. Mike Crader.
125 INT: 1. Tony Graves (Hon); 2. Todd Schini (Hon); 3. Monty Spalding (Hon).
125 PRO: 1. Larry Ward (Yam); 2. Steve Friesen (Hon); 3. Grayson Hart (Kaw).
250 BEG: 1. Don Schneider (Hon); 2. Kenneth Lindhorst (Yam); 3. Greg Sweet (Suz).
250 JR D-1: 1. Larry Lacey (Hon); 2. Shawn Colangelo (Kaw); 3. Dan Fitch (Suz).
250 JR D-2: 1. Bill Lawrence (Kaw); 2. Bart McDaniel (Kaw); 3. Charles Drake (KTM).
250 INT: 1. Tony Graves (Hon); 2. Tony Fox (Hon); 3. Lance Smail (Kaw).
250 PRO: 1. Scott Tyler (Yam); 2. Mike Larson (Kaw); 3. Steve Friesen (Hon).
OPEN BEG: 1. Kenneth Lundhorst (Yam); 2. Chris Beggs (Hon); 3. Kelly Newman (Kaw).
OPEN JR: 1. Dennis O'Neil (Hon); 2. Jon Jacobson (Kaw); 3. Todd Allen (Kaw).
OPEN INT: 1. Shane Spence (Hon); 2. Scott Williams (Hon); 3. Kurt Stevens (Hon).
OPEN PRO: 1. Mike Larson (Kaw); 2. Scott Tyler (Yam); 3. Al Carstensen (Kaw).
UTH: 1. Chris Moritz (Hon); 2. Robert Klemp (Hon); 3. Rod Crater (Hon).
VET JR: 1. Rick Roberts (Yam); 2. David Hult (Kaw); 3. Steve Taylor (Yam).
VET INT: 1. Larry Lacey (Hon); 2. Mike Holbrook (Hon); 3. Paul Stuen (Hon).
VET PRO: 1. Mike Carter (Hon); 2. Eugene Tom (Hon).
OT: 1. D. Hickson (Hon); 2. Alan Anderson (Kaw); 3. Steve Jensen (Kaw).

Larson bombs Pac-West MX

By Brian Barnes

WASHOUGAL, WA, JUNE 27

The CMC Pac-West Series moved to Washougal MX Park this weekend for the second and third rounds on Saturday and Sunday. New owners Ralph Huffman and Bob Leach, did a tremendous job on the track.

Some 300 riders tackled the track on Saturday with Yamaha support rider Larry Ward picking up 125cc Pro honors while Mike Larson, aboard a KSI-sponsored Kawasaki, out-gunned Yamaha rider Scott Tyler for the 250 and 500cc Pro wins.

In 125cc Pro action it was a three-rider battle in both motos between Ward, Canadian Honda rider Steve Freison and Oregon's Grayson Hart on a Kawasaki. The first moto found Freison putting in a nice ride to take the win, while Ward and Hart followed. In round two it was Ward turning the tables on Freison while Hart was again third.

The 250cc and Open classes belonged to Larson and Tyler as each rider put on great shows in both classes. Tyler won both the first motos in both classes with Larson close behind. In the second moto, it was Larson who took the wins and the overalls.

The Up the Hill class found some interesting racing going on in each moto. The overall win went to Portland Honda rider Kurt Stevens via two first place finishes, but several riders were scrapping for the next four overall positions. The first moto found Yamaha-mounted Jayme Nickle out-distancing Chris Moritz and Devol Engineering's own Ted Devol across the line for second. The second moto found Moritz able to hold off a hard-charging Devol for second while Nickle and Rod Crater took fourth and fifth.

The 80cc Intermediate class also had some close racing during the day with the battle of the northwest Mini titans taking place. Top overall spot ended up going to Kawasaki rider Jason McCormick via a 2-1 tally with Danny Ulven and Ryan Huffman settling for second and third.

In the 250cc Beginner class, Honda rider Wayne Christenson looked good for both wins with lots of action going on behind him. Don Schneider flew his Honda past Erin Sullivan in the first moto to claim the second place honors over Sullivan with John Hobson and Ken Lindhorst taking fourth and fifth. With Christenson again up front in the second moto, Schneider, Lindhurst and Sullivan battled for the next three spots. Lindhorst made the best of the situation by taking second in the moto with Sullivan, winning the war and taking second overall. •

Results

60: 1. Eric Burkinshaw (Kaw); 2. Brandon Bradshaw (Kaw); 3. Mike Ulven (Kaw).
80 DIV 1: 1. Sam Anderson (Kaw); 2. Dan Miller (Hon); 3. Bradley Boehm (Hon).
80 DIV 2: 1. Shawn Highland (Kaw); 2. Forrest Transue (Yam); 3. Destry Scott (Kaw).
80 JR: 1. Jon Kuebler (Hon); 2. Chad Brown (Kaw); 3. Joel Howard (Hon).
80 INT: 1. Jason McCormick (Kaw); 2. Dan Ulven (Kaw); 3. Ryan Huffman (Yam).
125 BEG D-1: 1. Lowell Fretz (Kaw); 2. Brett Bierek (Yam); 3. Cory Clasen (Yam).
125 BEG D-2: 1. Jeff Bockert (Hon); 2. Jon Kuebler (Hon); 3. Joe Kalous (Hon).
125 JR D-1: 1. Matt Worbes (Yam); 2. Bill Lawrence (Kaw); 3. Tony Sandstrom (Hon).
125 JR D-2: 1. Mike West (Yam); 2. Brett Norris (Yam); 3. Bill Radcliffe (Kaw).
125 INT: 1. Tony Graves (Hon); 2. Lance Small (Kaw); 3. Todd Schini (Hon).
125 PRO: 1. Larry Ward (Yam); 2. Steve Friesen (Hon); 3. Grayson Hart (Kaw).
250 BEG: 1. Wayne Christensen (Hon); 2. Erin Sullivan (Yam); 3. Don Schneider (Hon).
250 JR D-1: 1. Bill Lawrence (Kaw); 2. Jon Harrison (Suz); 3. Rich Miller (Hon[).
250 JR D-2: 1. Bart McDaniel (Kaw); 2. Krarg Arndt (Kaw); 3. Larry Lacey (Hon).
250 INT: 1. Tony Fox (Hon); 2. Tony Graves (Hon); 3. Lance Smail (Kaw).
250 PRO: 1. Mike Larson (Kaw); 2. Scott Tyler (Yam); 3. Darren Poulsen (Hon).
500 BEG: 1. Kenneth Lindhorst (Yam); 2. Kelly Newman (Kaw); 3. David Aldridge (KTM).
500 JR: 1. Dennis O'Neil (Hon); 2. Jon Jacobson (Kaw); 3. Todd Allen (Kaaw).
500 INT: 1. Shane Spence (Hon); 2. Kurt Stevens (Hon); 3. Steve Hambergh (Hon).
500 PRO: 1. Mike Larson (Kaw); 2. Scott Tyler (Yam); 3. Al Carstensen (Kaw).
VET JR: 1. Steve Taylor (Yam); 2. Rick Howard (Suz); 3. Rick Roberts (Yam).
VET INT: 1. Larry Lacedy (Hon); 2. Doug Wilke (Suz); 3. Ron Hatch (Yam).
VET PRO: 1. Mike Crater (Hon); 2. Eugene Tom (Hon).
UTH: 1. Kurt Stevens (Hon); 2. Chris Moritz (Hon); 3. Nickle Jayme (Yam).
OT: 1. Dayton Hickson (Hon); 2. Gary Highland (Hon); 3. Alan Anderson (Kaw).

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Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

AMA Grand Nat'l C'ship Road Race Series
*8/8-9 Memphis, TN
*8/22-23 Portland, OR
*8/29-30 Sonoma, CA
* Camel Pro Series

AMA Grand Nat'l C'ship Dirt Track Series
*8/16 TT/Peoria, IL
8/21 HM/Hamburg, NY
*9/6 Mile/Springfield, IL
*9/12 Mile/Syracuse, NY
9/20 Mile/San Jose, CA
*9/26 HM/Gardena, CA
*10/3 Mile/Sacramento, CA
*Camel Pro

AMA Nat'l C'ship Hare Scrambles Series
8/9 Columbia, VA
8/23 Lynnville, IN
10/11 Sanford, NC

AMA RK Chain Nat'l C'ship Enduro Series
8/16 Speedsville, NY
8/30 Goodman, MS
9/6 Winterset, IA
10/4 Oak Run, CA
11/1 Lake Isabella, CA
11/15 Chatsworth, NJ

AMA Nat'l C'ship 500cc MX Series
8/9 Troy, OH
8/23 Millville, MN

AMA Regional C'ship Dirt Track Series
8/8 HM/Hagerstown, MD/E
8/8 ST/Sturgis, SD/W
8/15 HM/Knoxville, IL/C
8/16 HM/Couer D' Alene, ID/W
8/20 HM/Pecatonica, IL/C
8/23 HM/Terre Haute, IN/C
9/5 ST/Springfield, IL/C
9/7 HM/Zanesville, OH/E
9/20 ST/Woodstock, GA/E

E indicates East Region
C indicates Central Region
W indicates Western Region

AMA Regional Enduro C'ship Series
Eastern Region
10/25 Bear, DE

Central Region
8/9 Moorestown, MI
9/27 New Waverly, TX
9/27 Burr Oak, IN
10/25 Alexandria, LA

Western Region
12/6 Lucerne Valley, CA

AMA/CCS Road Race Series
8/7-9 Blackhawk Farms, IL
8/8-9 Nelsen Ledges, OH
8/8-9 Aspen, CO
8/8 Firebird Int'l, NV
8/15-16 Road Atlanta, GA
8/15-16 Bryar Motorsports, NH
8/23 Moroso Motorsports, FL
8/23 Second Creek
8/29-30 Blackhawk Farms, IL
8/29 Firebird Int'l, NV
9/4-6 Roebling Road, GA
9/5-7 Bryar Motorsports, NH
9/11-13 Steamboat Springs, CO
9/12 Firebird Int'l, NV
9/19-20 Bryar Motorsports, NH
9/26-27 Summit Point, WV
9/27 Second Creek
9/20 Moroso Motorsports, FL
9/27 Firebird Int'l, NV
10/3-4 Bryar Motorsports, NH
10/11 Firebird Int'l, NV

AMA Nat'l C'ship Hillclimb Series
9/13 Freemansburg, PA
9/20 Jefferson, PA
10/11 Oregonia, OH

Wiseco AMA/AATVA Grand Nat'l Cross Country Series
10/3-4 Morgantown, WV
10/10-11 Raleigh, NC
10/31-11/1 Tarentum, PA
11/22 Winchester, VA

ADRA C'ship Series
9/20 Young, AZ
11/1 Wickenburg, AZ
12/5 Sonora, MEXICO

AHRMA Historic Cup Series
8/28-29 Sears Point, CA
9/11-13 Steamboat Springs, CO

AMA/CCS US Endurance Series
8/7-9 Memphis, TN
8/15-16 Road Atlanta, GA
8/28-30 Sears Point, CA
10/10-11 Riverside, CA
10/23-25 Daytona Int'l, FL

AMA/Supersport Nat'l Series
8/7-9 Memphis Motorsports, TN
8/21-23 Portland Int'l, OR
8/28-30 Sears Point, CA

AMA Nat'l Hare & Hound Series
9/6 Maybelle, CO
10/25 Murphy, ID
11/15 Reno, NV

World C'ship Road Race Series
8/9 Sweden
8/23 Czechoslovakia
8/30 San Marino
9/13 Portugal
9/27 Brazil
10/4 Argentina

World C'ship Observed Trials Series
8/30 Czechoslovakia
9/6 Switzerland
9/13 Sweden

World C'ship 250cc MX Series
8/9 Argentina
8/30 Sweden

World C'ship 125cc MX Series
8/16 DELMONT, PA
8/30 Austria

World C'ship 500cc MX Series
8/9 Luxembourg
8/30 Switzerland

World C'ship Endurance Road Race Series
8/15-16 Belgium
8/30 Germany
9/6 Spain
9/19-20 France

World C'ship Speedway Final
9/5-6 Holland

Dragbike! National C'ship Series
8/4-5-8-9 Sturgis, SD
8/14-15 Albany, NY
9/5-6 Delmar, DE
9/12-13 Columbus, OH
9/19-20 Lubbock, TX
9/26-27 Bradenton, FL
10/10-11 Palmdale, CA
10/17-18 Fremont, CA
10/24-25 W. Palm Beach, FL
11/21-22 Gainesville, FL

IDBA National C'ship Series
8/22-23 Union Grove, WI
9/19-20 Atco, NJ
10/10-11 Birmingham, AL
11/14-15 Baton Rouge, LA

International Six Days Enduro
9/21-26 Poland

Motocross des Nations
9/13 Unadilla, NY

Trial des Nations
9/20 Finland

AMA/NATC National C'ship Observed Trials Series
9/5 Thielman, MN
9/7 Port Huron, MI

SCORE Int'l Off-Road Series
8/22-23 Off-Road C'ships Riverside, CA
11/6-8 Baja 1000 Ensenada, Mexico

Willow Springs Formula USA Series
9/5-7 Rosamond, CA
10/1-4 Rosamond, CA
10/31-11/1 Rosamond, CA

AFM Road Race Series
8/15-16 Willow Springs, CA
8/22-23 Sears Point, CA
9/13 Sears Point, CA
9/19-20 Willow Springs, CA
10/10-11 Riverside, CA
10/11 Sears Point, CA
11/14-15 Willow Springs, CA

WERA C'ship Road Race Series
Northeast Region
8/22-23 Summit Point, WV
9/5-6 Nelson Ledges, OH
9/12-13 Pocono, PA
9/19 Shannonville, CAN.
10/3-4 Nelson Ledges, OH

Middle Atlantic Region
8/8-9 Rockingham, NC
8/22-23 Summit Point, WV
9/5-6 Nelson Ledges, OH
10/3-4 Nelson Ledges, OH
10/17-18 Summit Point, WV

Southeast Region
8/8-9 Rockingham, NC
8/22-23 Talladega, AL
9/5-6 Rockingham, NC
10/3-4 Savannah, GA

North Central Region
8/15-16 Grattan, MI
8/29-30 Grattan, MI
9/5-6 E. St. Louis, IL
9/19-20 Beloit, IL
9/26-27 Grattan, MI
10/10-11 Indianapolis, IN

South Central Region
9/12-13 Oak Hill, TX
10/3-4 College Station, TX

WERA Nat'l Endurance Road Race Series
8/8 Rockingham, NC
9/5-6 Rosamond, CA
9/12 Pocono, PA
9/19 Shannonville, Ont., Canada
10/3 College Station, TX
10/17 Summit Point, WV
11/6 Braselton GA

ARRA/Kawasaki/Racer's Supply California RR Series
8/15-16 Riverside, CA
9/12-13 Willow Springs, CA
10/17-18 Willow Springs, CA
10/31-11/1 Riverside, CA
12/6-7 Willow Springs, CA
12/26-27 Riverside, CA

Dodge Truck/CMC Trans Cal Series
9/6 San Bernardino, CA
9/13 Brentwood, CA

9/20	Adelanto, CA
9/27	Huron, CA
10/4	Dixon, CA
10/11	Fremont, CA
10/18	Carlsbad, CA

Suzuki GSXR Nat'l C'ship Road Race Series

AFM North

8/22-23	Sonoma, CA
9/12-13	Sonoma, CA

AFM South

8/15-16	Rosamond, CA
9/19-20	Rosamond, CA

CRRC/WERA

8/22-23	(WERA)Talladega, AL
9/12-13	Oak Hill, TX

LRRA/AMA CCS

8/15-16	Loudon, NH
9/19-20	Loudon, NH

OMRRA

8/15-16	Portland, OR
9/27-28	Portland, OR

WMRRA

8/9	Seattle, WA

WERA Mid-Atlantic

8/22-23	Summit Point, WV

WERA North Central

8/15-16	Grattan, MI
8/29-30	Grattan, MI
9/19-20	Beloit, IL
9/27-28	Grattan, IL

MRA

8/9	Woody Creek, CO
8/23	Second Creek, CO
9/13	Steamboat, CO

GSXR Final

10/9-10-11	Riverside, CA

NETRA C'ship Enduro Series

8/9	Guilford, CT
8/30	Adams, MA
10/4	W. Greenwich, RI
10/11	Stafford, CT
12/6	Marlborough, CT

NETRA C'ship Hare Scrambles Series

9/6	Windsor, MA
9/20	N. Petersburg, NY
9/27	Cheshire, MA
10/18	Brookfield, MA
11/1	Radilin, RI
11/8	Canterbury, CT

NETA C'ship Trials Series

8/9	W Brimfield, MA
9/13	Meriden, CT
9/20	Ossipee, NH
10/4	Cumberland, RI
10/18	Wrentham, MA
TBA	N Ferrisburg, VT

Black Jack Enduro Series

9/13	Stillwater, OK
9/27	Little Rock, AR
10/11	Potosi, MO
10/25	Oklahoma City, OK
11/8	Chadwick, MO
11/22	Tulsa, OK

MO C'ship Hare Scrambles Series

8/23	Kahoka, MO
9/20	Flat River, MO
10/4	Memphis, MO
11/1	Stanton, MO

ECEA C'ship Enduro Series

8/16	Speedsville, NY
8/30	Mauricetown, NJ
9/13	Belleplain, NJ
9/20	Shippensburg, PA
9/27	Brandonville, PA
10/4	Exeter, RI
10/25	Bear, DE
11/8	Warren Grove, NJ
11/15	Chatsworth, NJ

PRRO Road Race Series

8/8	Phoenix, AZ
8/29	Phoenix, AZ
9/12	Phoenix, AZ
9/27	Phoenix, AZ
10/11	Phoenix, AZ
11/1	Phoenix, AZ
12/12-13	Phoenix, AZ

CRA C'ship Series

8/8-9	Brainerd, MN
8/29-30	Brainerd, MN

VA C'ship Hare Scrambles Series

9/6	Martinsville, VA
9/20	Middlebrook, VA
10/4	Rural Retreat, VA
10/18	Newport News, VA
11/8	Surry, VA

NESC C'ship MX Series

8/9	Loudon, NH
8/16	Southwick, MA
8/23	Central Village, CT
8/30	Loudon, NH
9/6-7	Waterboro, ME
9/20	Central Village, CT
9/27	Loudon, NH
10/4	Southwick, MA
10/11	Loudon, NH
10/18	Middleboro, MA
10/25	Southwick, MA
11/1	Middleboro, MA
11/8	Middleboro, MA
11/15	Middleboro, MA

SERA C'ship Series

8/16	Lookout Mtn., GA
8/30	Goodman, MS
9/27	Florence, MS
10/11	Birmingham, AL
10/25	Lafayette, LA
11/1	Maplesville, AL
11/15	Gulfport, MS

Alaska State MX C'ship Series

9/6-7	Anchorage, AK

AMRA C'ship MX Series

8/23	Anchorage, AK
9/13	Anchorage, AK

WMTA C'ship Series

8/9	Casper, WY
9/5-6	Casper, WY
9/20	Casper, WY
10/11	Casper, WY

NESC C'ship MX Series

8/9	Loudon, NH
8/16	Southwick,MA
8/23	Central Village, CT
8/30	Loudon, NH
9/6-7	Waterboro, ME
9/20	Central Village, CT
9/27	Loudon, NH
10/4	Southwick,MA
10/11	Loudon, NH
10/18	Middleboro, MA
10/25	Southwick, MA
11/1	Middleboro, MA
11/8	Middleboro, MA
11/15	Middleboro, MA

CRA C'ship Series

8/8-9	Brainerd, MN
8/29-30	Brainerd, MN

VA C'ship Hare Scrambles Series

9/6	Martinsville, VA
9/20	Middlebrook, VA
10/4	Rural Retreat, VA
10/18	Newport News, VA
11/8	Surry, VA

SETRA C'ship Hare Scrambles Series

9/13	Myrtle Beach, SC
9/20	Roberta, GA
10/18	Marietta, SC
11/29	Lenoir, NC
12/6	Winnsboro, SC
12/13	Abbeville, SC
1/17/88	TBA
2/7/88	Maxey, GA
4/3/88	Sumter, SC
5/1/88	Abbeville, SC

SETRA C'ship Enduro Series

8/16	Palatka, FL
8/23	Scottssboro, AL
8/30	Cochran, GA
9/6	Raeford, FL
10/4	Tallahasseee, FL
10/11	Pea Ridge, AL
10/25	Chattanooga, TN
11/1	Maplesville, AL
1/3/88	Lenoir, NC
1/31/88	Sumter, SC
2/21/88	Cochran, GA
2/28/88	Pelion, SC
3/6/88	Palatka, FL
3/13/88	Athens, GA
3/20/88	Greenville, SC
3/27/88	Abbeville, SC
4/10/88	Bristol, VA
4/24/88	Lawrenceburg, TN
5/8/88	Charleston, SC

AUGUST

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30	31					

• Denotes Pro Payback

August 3-9

SOUTH DAKOTA RALLY/HM/ST/HC
• 47th Annual Black Hills Classic. Sturgis. Info 605/347-5941.

August 5

CALIFORNIA DRAGS
Sacramento Raceway, Sacramento. Info 916/3366-7368.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. 415/651-2545.
CALIFORNIA SPEEDWAY
•AMA/American Raceways. Inland Motorcycle Speedway, Nat'l Orange Show, San Bernardino. Info 818/446-0969.
ILLINOIS STADIUM MX
• AMA. Santa Fe Speedway, Hinsdale. Info 312/839-1050 or 217/753-8866.
KANSAS SHORT TRACK
• Salina Fairgrounds, Salina. Info 316/225-7041.

August 6

CALIFORNIA SPEEDWAY
• AMA. Ascot's South Bay Stadium, Gardena. Info 213/321-1100.
CALIFORNIA SPEEDWAY
• AMA. Baylands Raceway Park, Fremont. Info 415/651-2545.

August 7

CALIFORNIA MOTOCROSS
• BMA. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA STADIUM MX
SRA. Sacramento Raceway Park, Sacramento. Info 916/363-2653.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SPEEDWAY
• AMA. Gold Country Speedway Fairgrouunds, Auburn. Info 916/485-7140 or 448-7557.
CALIFORNIA SHORT TRACK
• BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway, Gardena. Info 714/261-6116.
INDIANA SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
MICHIGAN MOTOCROSS
• MRA. Milan Excitement City, Milan. Info 517/522-4380.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 463-7677.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS STADIUM MX
• Ross Downs MX, Colleyville. Info 817/481-2804.

August 7-9

NORTH CAROLINA RALLY
10th Annual Daniel Boone Rally. BMW Riders of Eden. Boone.

August 8

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
• Central Valley MX Series. Little Oakie. Info 209/673-8080.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SCRAMBLES
• R & D Ent. Fairgrounds, Hollister. Info 408/449-7367.
CALIFORNIA MOTOCROSS
Racing Ent./ Life's a Beach. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA ROAD RIDE/SHOW
15th Annual Antique & Classic Show. S.W. 2-Wheelers & AACA. Missile Park, San Diego. Info 619/271-6456 or 468-3241.
CALIFORNIA DESERT RACE
Budweiser Superstition 250 IV. Fudpucker Racing Team. Ancient Dry Lake Bed, Imperial County. Info 619/427-5759.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
COLORADO SUPERCROSS
SRAC/Prairie Hills Promotions. Raceland, Denver. Info 303/989-7436.
FLORIDA SHORT TRACK/MX
• Fall Series. Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.

"... RACE RENO ..."

SILVER STATE MOTOCROSS SHOWDOWN
AUGUST 15 & 16
Saturday & Sunday
SILVER STATE RACEWAY
CARSON CITY, NEVADA

Directions: Take 395 South of Carson City for 1 mile . . . Turn Right on Synder — Continue to Bigelow and Turn Right — Follow signs to Silver State Raceway

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

A "GIANT" CMC Motocross "Race Weekend" of FUN, RACING, PARTYING, and VACATIONING for ALL CMC Pros and CMC Sportsmen. . .1st Motos on Saturday. . .then. . .2nd Motos on Sunday.

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

ENTRY FEES:
Sportsmen: $20.00
Pro: $30.00

GATE FEE:
$4 per person per day

CAMPING AVAILABLE:
Only $4 per Vehicle

CMC LICENSE IS REQUIRED!!

SATURDAY SCHEDULE:
(1st Motos)
Sign Up: 8-9:30 AM
Practice: 9-10:00 AM
1st Motos Begin 11:00 AM

CMC SANCTIONED

SUNDAY SCHEDULE:
(2nd Motos)
2nd Motos Begin 10:00 AM
Trophy Presentation 3:30 PM

NO PRE-ENTRIES!!!
DOUBLE CMC PRO POINTS!!!
SPECIAL CMC SPORTSMEN TROPHIES!!!

OFFICIAL RACE HEADQUARTERS
Ornsby House Hotel & Casino, (800) 648-0920. For Special Package, reservations must be made by August 10, 1987. Mention the Silver State Showdown.

Contact the CMC Office M-F, 9-5 PM Pacific Daylight Time @ (714) 261-6116 for further details.

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AUGUST 16

Future Races: Sept. 5 - 6
Sept. 12

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Gates Open . 6:00 am
Practice . . 8:00 am
Races . . . 10.00 am

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Willow Springs International Raceway California

WSMA - WERA - WILLOW SPRINGS
EBC BRAKES 24 hours west
2000 Miles of Day and Night Motorcycle Roadracing on the fastest track in the West!
LABOR DAY WEEK END - SEPT. 5, 6, 7,
WEEK END ADMISSION: $10/Free Overnight Camping

Got an opinion? Try Voices.

AMA District 37 Calendar
Southern California

For Competition Cards & Schedule Call
Art More (818) 707-3736

Aug. 8, 9 — **HBMC** — **Dual E/S**
Contact: Lowell Martin
Phone: (714) 978-7038
Location: Soggy Dry Lake - Lime from Lucerne Valley

Aug. 23 — **Viewfinders MC** — **E/S (Team Race)**
Contact: Ken Boyd
Phone: (714) 751-9238
Location: Fremont Valley - Lime from 395 & Randsberg Rd Hwy. 14 & Garlock Rd.

Sept. 6 — **Dirt Diggers MC** — **GP**
Contact: Al Querios
Phone: (213) 835-1213
Location: Sunrise Cycle Park

DISTRICT 37 ROAD RIDING
OFFICE: (818) 249-2141

Aug. 23 — District 37 Road Riders Benefit Run
Info: Call Jim (818) 335-1882

GENERAL MEMBERSHIP MEETING
Aug. 20 7:30 PM
L.A. Trade Tech

National AMA
Membership Information
1 (800) AMA-JOIN
Call between 6 a.m. - 2. p.m. California Time

RADICAL RACING
At Bryar Motorsports Park
Loudon, NH
SHORT TRACK & ARENACROSS
Every Saturday Night
Except June 20 & September 12
Gates Open 5:00pm - Races Start 7:30pm
Short Track Classes: 50 & 60cc Stk & Mod., 80, 125, 250, 500 4-Stroke + 250 & Open Pro
$100 To Win Each Pro Class
Arenacross Classes: 80, 125, 250 & Open
Located off Route 106 near Loudon, NH
(603) 524-5949 after 6pm
(603) 783-4744 track

Speedway
AUGUST 7
Costa Mesa, CA
Info-(714) 492-9933

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Millport, OH
MOTOCROSS
August 16
August 30
AMA SANCTIONED
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Sign Up 7:00am
Practice 9:00am
Race 11:00am
C.R.A. COMPETITION RIDERS OF AMERICA INC.
*****New Track In Millport, Ohio*****
For More Info Call
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Got an opinion? Write a letter to the Editor!

CRC **CALIFORNIA RACE SCHEDULE**
ATV CLASSES AT ALL EVENTS
MOTOCROSS
SUN Aug 9 - LA County Raceway
SUN Aug 16 - Glen Helen
SUN Aug 23 - LA County Raceway
OUTLAW GRAN PRIX
SUN Aug 30 - Sunrise
** OPEN PRACTICE **
9 am to 2 pm Every Sat — LA County Raceway
* VINTAGE RACING*
Every Second Sunday — LA County Raceway
CRC Info 805-272-8889

AMA/Camel Pro
SYRACUSE MILE
September 12, 1987
(315) 487-7711

SRA California Schedule
Aug. 30 — Carlsbad
Sept. 27 — Riverside
(714) 828-1358

NMA NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE MOTORCYCLE MOTOCROSS
NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

GEORGIA MOTOCROSS
Catoosa County MX, Ringgold. Info 404/861-3000.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres Race Track, Hillsdale. Info 517/357-4456.
MICHIGAN POKER RUN
10th Annual P.R. Windmill Cyclers, Holland. Info 616/772-4949.
MISSISSIPPI MOTOCROSS
AMA. River City MX Assn. Cotton Bowl Speedway, Byhalia. Info 901/365-4368 or 601/838-4032.
NEVADA STADIUM MX
Silverbowl Summer Series. Sam Boyd Silverbowl, Las Vegas. Info 702/564-2677.
NEW YORK SPEEDWAY
Plus Top Gun. Fastland USA Speedway, Accord. Info 518/325-5893.
OHIO SHORT TRACK
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO MOTOCROSS
● D-11. Kenworthy's MX Park, Troy. Info 513/335-7111 or 335-4763.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
PENNSYLVANIA SUPERCROSS
AMA. Evansville Raceways, Berwick. 717/759-2841.
PENNSYLVANIA SHORT TRACK
Mathias Raceway, New Philadelphia. Info 216/859-2408.
SOUTH DAKOTA MOTOCROSS
● Red Dot Raceway, Rapid City. Info 605/393-1941 or 348-6037.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/986-4764 or 637-7041.
TEXAS SHORT TRACK/TT
● TDTA. Mike Kidd Promotions. Boyd Raceway, Boyd. Info 817/627-7480 or 433-5587.

August 8-9

CALIFORNIA EUROPEAN SCRAMBLES
Best of the West Series. AMA/D-37/Huntington Beach MC. Lucerne Valley. Info 714/978-7038.
CALIFORNIA OLYMPIAD
DCR. Glen Helen ORV Park, Devore. Info 714/371-6333.
IOWA TRIALS
AITRA. Harly Griffieon Farm, Decatur. Info 515/442-3403.
MINNESOTA ROAD RACE
CRA C'ship Series. Brainerd. Info 612/332-4070.
WASHINGTON ROAD RACE
WMRRA. Seattle Int'l Raceway, Kent. Info 206/363-3597.

August 9

ALABAMA MOTOCROSS
● Top Gun MX Track, Dothan. Info 205/792-1777 or 793-3609.
ALASKA MOTOCROSS
FMRA. Goose Island Raceway, Fairbanks. Info 907/488-2121.
CALIFORNIA MOTOCROSS
● CRC. RC 9th Annual Tri Race Series. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● CMC. Coors Silver Bullet Summer Series. Argyll Park, Dixon. Info 415/634-3328 or 916/678-3592.
CALIFORNIA POKER RUN
AMA/SRRA/D-36. Richmond Ramblers MC. Fairfield. Info 415/235-7322 or 237-3543.
CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA SPEEDWAY
● Cycleland Speedway, Chico. Info 916/342-0063.
CANADA MOTOCROSS
OATVA Series. Ridgetown. Info 519/262-3318 or 685-8045.
COLORADO TRIALS
C'ship Series #5/ Senior Series #5. Gordon's Gulch. Info 494-1591 or 475-2018.
CONNECTICUT ENDURO
NETRA C'ship Series. Pathfinders MC. New Haven Sportsmen's Club, Guilford. Info 203/878-2817.
GEORGIA MOTOCROSS
Calhoun MX, Calhoun. Info 404/629-7511.
GEORGIA MOTOCROSS
Riverside MX, Calhoun. Info 404/629-8105. CANCELED
IDAHO MOTOCROSS
Fossil Bowl MX, Clarkia. Info 208/245-3608.
ILLINOIS HARE SCRAMBLES
Mid State Dirt Riders. Panama. Info 217/999-2076.
INDIANA MOTOCROSS
Haspin Acres, Laurel. Info 317/825-6156.
MARYLAND MOTOCROSS/HS
AMA. Antietam MC, Hagerstown. Info 301/797-8686.
MASSACHUSETTS TRIALS
NETA C'ship Series. Springfield MC, W. Brimfield. Info 401/421-6929 or 333-0523.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
MICHIGAN MOTOCROSS
MRA. Brown City MX, Brown City. Info 517/522-4380.
MICHIGAN ENDURO
AMA/ D-14. 61st Jack Pine Enduro. Regional C'ship. Lansing MC, Moorestown. Info 517/322-2237.
NEVADA ARENACROSS
● Churchill County Fair, Fallon. Info 702/867-3430.
NEW HAMPSHIRE MOTOCROSS
NESC C'ship Series. Bryar Motorsport Park, Loudon. Info 413/772-0685.
NEW JERSEY MOTOCROSS
● AMA. Raceway Park, Englishtown. Info 201/446-6331.
NORTH CAROLINA MOTOCROSS
Asbury MX Park, Westfield. Info 919/871-2050.
OHIO HARE SCRAMBLES
CRA. Mathias Raceway, New Philadelphia. Info 216/336-8678 or 239-1598.
OHIO TT SCRAMBLES
Summit Valley Park Campgrounds, Salineville. Info 216/679-2957.
OHIO MOTOCROSS
● AMA 125/500cc Nat'l C'ship Series. Troy. Info 513/335-7111 or 335-4763.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
PENNSYLVANIA HARE SCRAMBLES
AMA. High Mountain Dirt Riders. Camp Rotowanis, St. Johns. Info 717/678-7331.
PENNSYLVANIA HARE SCRAMBLE/MX
AMA/D-5. M & G Racing. Beaver Valley Raceway, Hookstown. Info 412/693-2880.
PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center, Clifford. Info 717/587-2190 or 222-9290.
PENNSYLVANIA HARE SCRAMBLES
Mathias Raceway, New Philadelphia. Info 216/336-8678 or 239-1598.
TENNESSEE MOTOCROSS
● Smoky Mountain MX, Pigeon Forge. Info 615/453-8203 or 453-4622.
VIRGINIA HARE SCRAMBLE
● AMA Nat'l C'ship H.S. Series. Central VA Trail Riders, Columbia. Info 804/266-4439.
WYOMING TRIALS
WMTA. Casper. Info 307/237-9036.

August 11

TENNESSEE MOTOCROSS
● Tenn. River Cycle Riders. Henry County Fairgrounds, Paris. Info 901/642-1513.

August 12

CALIFORNIA DRAGS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
● AMA/American Raceways. Inland Motorcycle Speedway, San Bernardino. Info 818/446-0969.
CALIFORNIA DRAGS
Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
● CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
ILLINOIS STADIUM MX
● AMA. Santa Fe Speedway, Hinsdale. Info 312/839-1050 or 217/753-8866.
MONTANA STADIUM MX
● Billings MC. Yellowstone Metra, Billings. Info 406/259-2920 or 252-5588.

August 13

CALIFORNIA SPEEDWAY
● AMA. Ascot's South Bay Stadium, Gardena. Info 213/321-1100.
CALIFORNIA SPEEDWAY
● AMA. Baylands Raceway Park, Fremont. Info 415/651-2545.
OHIO HALF MILE/TT
● AMA. D & B Racing Prom. Auglaize County Fairgrounds, Wapakoneta. Info 419/991-3210 or 991-8124.

August 14

CALIFORNIA SPEEDWAY
● Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
● BMA. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA STADIUM MX
SRA. Sacramento Raceway Park, Sacramento. Info 916/363-2653.
CALIFORNIA MOTOCROSS
● CMC. Ascot Rsaceway, Gardena. Info 714/261-6116.
INDIANA SHORT TRACK
● AMA. Lawrenceburg MC Speedway, Lawrenceburg. Info 513/662-7759.
MICHIGAN MOTOCROSS
● MRA. Milan Excitement City, Milan. Info 517/522-4380.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 463-7677.
SOUTH CAROLINA SUPERCROSS
● Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS STADIUM MX
● Ross Downs MX, Colleyville. Info 817/481-2804.

August 14-16

CALIFORNIA DESERT RACE
SCORE Off-Road C'ship Series. Riverside Int'l Raceway, Riverside. Info 818/889-9216.

August 15

ALABAMA MOTOCROSS
● Coleta Valley MX, Ashland/Talladega. Info 205/354-4586 or 354-2805.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
● Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALASKA SUPERCROSS
FMRA. Tanana Valley Fairgrounds, Fairbanks. Info 907/488-2121.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA STADIUM MX
● Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SHORT TRACK
BRA/Porterville Spinners. Spinners Airport Raceway, Porterville. Info 209/784-6301.
CALIFORNIA SHORT TRACK
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA SHORT TRACK
● Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-6927.
CALIFORNIA POKER RUN
Busheaters MC. Nightcrawlers P.R. West pit area, Plaster City, near El Centro. Info 277-2743.
CALIFORNIA SPEEDWAY
● AMA. Nat'l C'ship Series Round 4. Gold Country Speedway Fairgrounds, Auburn. Info 916/485-7140 or 448-7557.
CALIFORNIA MOTOCROSS
● Central Valley MX Series. Huron. Info 209/673-8080.
CALIFORNIA SCRAMBLES
● R & D Ent. Fairgrounds, Hollister. Info 408/449-7367.
CALIFORNIA MOTOCROSS
● CMC. Pierson Speedway, Ridgecrest. Info 619/446-7240.
DELAWARE MOTOCROSS
● DE S.T. Assn. Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA SAND DRAGS
● Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA SUPERCROSS
Ocala Speedway, Ocala. Info 904/867-1340.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
ILLINOIS HALF MILE
● Badger Racing Assn. Jo. Davis County Fairgrounds, Warren. Info 414/699-3387.
KANSAS POKER TOUR
Prairie Pups MC. Hutchinson. Info 316/663-4066.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres Race Track, Hillsdale. Info 517/357-4456.
MISSISSIPPI MOTOCROSS
Mid-South Series. River City MX. Cotton Bowl Speedway, Byhalia. Info 901/365-4368.
NEVADA STADIUM MX
Silverbowl Summer Series. Sam Boyd Silver Bowl, Las Vegas. Info 702/564-2677.
NEW YORK SPEEDWAY
Fastland USA Speedway, Accord. Info 518/325-5893.
OHIO MOTOCROSS
● AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/625-9987 or 791-8970.
OHIO HALF MILE
● AMA. Treaty City MC. Miami County Fairgrounds, Troy. Info 513/548-7197 or 968-4176.
OHIO TT SCRAMBLE
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc. Oklahoma City. Info 405/681-9492.
PENNSYLVANIA SHORT TRACK
Pabst Blue Ribbon Micro Sprint C'ship. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/986-4764 or 637-7041.
TEXAS SHORT TRACK/TT
TDTA. Mike Kidd Prom. Boyd Raceway, Boyd. Info 817/627-7480 or 433-5587.
WASHINGTON SHORT TRACK/TT
● AMA/D-27/Mt. St. Helens MC. Castle Rock Fairgrounds, Castle Rock. Info 206/274-8700 or 274-4346.

August 15-16

CALIFORNIA ROAD RACE
AFM South C'ship Series. Willow Springs. Info 213/864-0704.
CANADA ROAD RACE
● Rothmans Superbike Challenge & Canadian Nat'l C'ships. Westwood Motorsport Park, Coquitlam, B.C. Info 604/530-8915 or 324-0154.
COLORADO TRIALS
RMTA. 18th Annual UTE Cup. Fairplay. Info 303/674-0373.
FLORIDA ENDURO
Armadillo Enduro. Big Scrub Trail Riders of Central FL. Ocala Nat'l Forest, Ocala. Info 904/726-9607.
NEW HAMPSHIRE ROAD RACE
LRRS. Bryar Motorsport Park, Loudon. Info 603/783-4744.

August 16

ALASKA ENDURO
FMRA. Fairbanks. Info 907/488-2121.
ARKANSAS HARE SCRAMBLES
NEAMA. Craighead Forest Park. Jonesboro. Info 501/935-6585.
CALIFORNIA MOTOCROSS
• CMC. Coors Silver Bullet Summer Series. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
• CRC. IRC 9th Annual Tri Race Series. Glen Helen Raceway, San Bernardino. Info 805/272-8889.
CALIFORNIA MINI MX
CMMC. Barona Oaks Raceway, Ramona. Info 619/347-3909.
CALIFORNIA ROAD RACE
CVRG C'ship Vintage Series. Willow Springs, Rosemond. Info 415/829-6091.
CALIFORNIA SCRAMBLES
San Jose Fairgrounds Speedway, San Jose. Info 408/371-5159 or 436-8228.
CANADA ROAD RACE
MRA Regional C'ship Sprints. Gimli Motorsport Park, Gimli. Info 895-8475.
FLORIDA MOTOCROSS
• FMC. Ocala Speedway, Ocala. Info 904/867-1340.
GEORGIA MOTOCROSS
Riverside MX, Calhoun. Info 404/629-8105. CANCELLED
GEORGIA MOTOCROSS
Catoosa County MX, Ringgold. Info 404/861-3000.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Race of Champions. Rome Cycle Ranch, Rome. Info 404/235-3454.
ILLINOIS TT
• AMA Grand Nat'l C'ship Dirt Track Series/Camel Pro. Peoria.
IDAHO HALF MILE
• Five Star Prom. Kootenai County Fairgrounds, Coeur d' Alene. Info 208/765-5005.
INDIANA HARE SCRAMBLES
Haspin Acres, Laurel. Info 317/825-6156.
MICHIGAN MOTOCROSS
MRA. Brown City MX, Brown City. Info 517/522-4380.
MICHIGAN MOTOCROSS
• MRA. Log Road TNT, Coldwater. Info 517/522-4380.
NEVADA ARENACROSS
• Nevada State Fair, Reno. Info 702/867-3430.
NEW YORK ENDURO
ECEA C'ship Series. Ithaca Dirt Riders. Speedsville. Info 607/272-8720.
NEW YORK MOTOCROSS
• AMA/Walden Playboy MC. Wallkill. Info 914/883-7094.
NEW YORK MOTOCROSS
Rough Riders. Frozen Ocean MX Park, Auburn. Info 315/784-5466 or 716/352-5738.
OHIO HARE SCRAMBLE
Gran Prix Raceway, Canal Fulton. Info 216/682-9231 or 239-1598.
OHIO TT SCRAMBLES
Summit Valley Park Campgrounds, Salineville. Info 216/679-2957.
OHIO MOTOCROSS
• AMA/D-11. Honda Hills, Linnville. Info 614/228-0690 or 323-3766.
OHIO MOTOCROSS
• AMA/D-11. Holeshot Hills of Cincinnati, New Baltimore. Info 513/738-3914 or 738-2678.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON ROAD RACE
OMRRA C'ship Series. Portland. Info 206/363-3597.
PENNSYLVANIA MOTOCROSS
• AMA/D-6. Sleepy Hollow MX Park, Fredericksburg. Info 717/865-3302.
PENNSYLVANIA SHORT TRACK
AMA/D-6. Flying Dutchmen MC, Pine Grove. Info 717/345-6340 orr 345-8918.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Steel-City MX, Delmont. Info 304/594-1157 or 412/468-4851.
TENNESSEE MOTOCROSS
AMA. B & J Motocross, Clarksville. Info 502/522-6389 or 235-5154.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
UTAH YSR50 RACE
Yamaha YSR 50 Series. Ogden Airport G-Kart Track, Ogden. Info 801/582-1175.
VIRGINIA HARE SCRAMBLES
Blue Ridge Cycle Club, Martinsville. Info 703/632-7814 or 647-7621.
WASHINGTON MOTOCROSS
MX Northwest. Washougal. Info 503/673-1671 or 928-4474.

August 16-22

MICHIGAN TRAIL TOUR
Cycle Conservation Club of MI. Capitol Chapter. Six Days of Michigan. Kalamazoo. Info 517/782-7671 or 616/243-2555.

August 19

CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• AMA/American Speedway. Inland Motorcycle Speedway, San Bernardino. Info 818/446-0969.
CALIFORNIA DRAGS
Sacramento Raceway, Sacramento. Info 916/366-7368.
PENNSYLVANIA SHORT TRACK
• AMA/D-5. Western PA Fair ST Series. Rocky Ridge Riders MC. Lawrence County Fair, New Castle. Info 412/796-1667 or 796-5602.

August 20

CALIFORNIA SPEEDWAY
• Ascot South Bay Stadium, Gardena. Info 213/321-1100.
CALIFORNA SPEEDWAY
• AMA. Baylands Raceway Park, Fremont. Info 415/651-2545.

August 21

CALIFORNIA MOTOCROSS
• CMC. Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA STADIUM MX
SRA. Sacramento Raceway Park, Sacramento. Info 916/363-2653.
CALIFORNIA MOTOCROSS
• BMA. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SHORT TRACK
Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA SPEEDWAY
• AMA. Gold Country Speedway Fairgrounds, Auburn. Info 916/485-7140 or 448-7557.
INDIANA SHORT TRACK
• AMA. Lawrenceburg MC Speedway, Lawrenceburg. Info 513/662-7759.
MICHIGAN MOTOCROSS
• MRA. Milan Excitement City, Milan. Info 517/522-4380.
MONTANA SHORT TRACK
• AMA/ Norm Lehfeldt Racing. Yellowstone Speedway,Billings. Info 406/248-7901 or 373-5553.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 463-7677.
NEW YORK HALF MILE
• AMA Grand Nat'l C'ship Dirt Track Series. Hamburg.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
• Ross Downs MX, Colleyville. Info 817/481-2804.

August 22

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA SCRAMBLES
• R & D Ent. Fairgrounds, Hollister. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• Central Valley MX Series. Little Oakie. Info 209/673-8080.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
COLORADO SUPERCROSS
• KCMC. 3rd Annual Top of the Nation SX. Alamosa Fairgrounds, Alamosa. Info 303/589-9717.
DELAWARE MOTOCROSS
• Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA SHORT TRACK/MX
• Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
GEORGIA MOTOCROSS
Catoosa County MX, Ringgold. Info 404/861-3000.
ILLINOIS HILLCLIMB
Mid State MC, Mt. Olive. Info 217/999-7114 or 618/656-5148.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
MONTANA HALF MILE
• AMA. Dawson County Fairgrounds, Glendive. Info 406/248-7901.
NEVADA STADIUM MX
Silverbowl Summer Series. Sam Boyd Silver Bowl, Las Vegas. Info 702/564-2677.
NEW YORK SPEEDWAY
• Fastland USA Speedway, Accord. Info 518/325-5893.
OHIO TT
• Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
PENNSYLVANIA SHORT TRACK
AMA/D-6. Tri-State Miccro Sprint C'ship. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/986-4764 or 637-7041.
TEXAS SHORT TRACK/TT
• TDTA. Mike Kidd Prom. Boyd Raceway, Boyd. Info 817/627-7480 or 433-5587.
WASHINGTON TT
• AMA/D-27/Mt. St. Helens MC. Castle Rock Fairgrounds, Castle Rock. Info 206/274-8700 or 274-4346.
WISCONSIN DRAGS
• IDBA C'ship Series. Great Lakes Dragway, Union Grove. Info 414/462-5520 or 878-3783.

August 22-23

CALIFORNIA ROAD RACE
AFM North C'ship Series. Sears Point. Info 415/327-0908.
IDAHO SUPERCROSS
• EIMA/SIRA. Rupert Fairgrounds, Rupert. Info 208/678-5677.
OHIO MOTOCROSS
• AMA/D-11. Holeshot Hills of Cincinnati, Harrison. Info 513/738-3914 or 738-2678.
OHIO MOTOCROSS
AMA/D-11. Action Sports Center, Nelsonville. Info 614/753-2169.
OREGON ROAD RACE
OMRRA. Portland. Info 206/363-3597.
VIRGINIA MOTOCROSS
AMA/D-13 & 7. White Oak MX, Fredericksburg. Info 703/373-0890.

August 23

ALABAMA ENDURO
SETRA C'ship Series. AL/TN state line. Scottsboro. Info 205/259-0872.
ALABAMA HARE SCRAMBLE
Perry Mountain MC. Millard's Pasture, Maplesville. Info 205/872-4286 or 366-4541.
ALASKA MOTOCROSS
FMRA. Goose Island Raceway, Fairbanks. Info 907/488-2121.
ALASKA MOTOCROSS
AMRA. Kincaid Park, Anchorage. Info 907/344-8229.
CALIFORNIA SPEEDWAY
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• CRC. IRC 9th Annual Tri Race Series. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
• Raceway Prom. Ventura County Fairgrounds, Ventura. Info 805/985-5433.
CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 415/634-3328.
CALIFORNIA SIDECAR RIDE
So. Cal. Sidecar Experience. Donut Inn, SW corner Balboa & Burbank Blvds. Info 818/248-9631.
CALIFORNIA VINTAGE RACE
CVRG C'ship Vintage Series. Sears Point, Sonoma. Info 415/829-6091.
CALIFORNIA MOTOCROSS
• SMX. Also Top Gun. Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.
CALIFORNIA POKER RUN
AMA/D-37 Dual Sport Poker Run. Accessories Unlimited, Newhall. Info 818/353-5409 or 249-2141.
CALIFORNIA SCRAMBLES
San Jose Fairgrounds Speedway, San Jose. Info 408/371-5159 or 436-8228.
FLORIDA MOTOCROSS
SE C'ship Series. Hyman-Myers Speedway Park, Tallahassee. Info 904/656-2915.
FLORIDA ROAD RACE
AMA CCS C'ship Series. Moroso Motorsports Park, W. Palm Beach. Info 305/793-3394 or 622-1400.
GEORGIA MOTOCROSS
Calhoun MX, Calhoun, between Atlanta & Chattanooga. Info 404/629-7511.
GEORGIA MOTOCROSS
Riverside MX, Calhoun. Info 404/629-8105. CANCELLED
IDAHO MOTOCROSS
Fossil Bowl MX, Clarkia. Info 208/245-3608.
INDIANA HALF MILE
• AMA Regional C'ship. Terre Haute Action Track, Wabash Valley Fairgrounds, Terre Haute. Info 812/232-0087 or 234-5546.
INDIANA HARE SCRAMBLE
Black Coal Nat'l HS. IN IL KY Enduro Riders Assn. Lynnville. Info 812/423-2710 or 853-2791.
IOWA TRIALS
AITRA Series. Amboy Trail Ranch, Newton. Info 515/792-4402.
KANSAS MOTOCROSS
Moto-Sport Inc. Coal Country MX Park, Pittsburg. Info 316/231-7643 or 347-4178.
KENTUCKY MOTOCROSS
AMA/Lakeland MX. Trigg Co. Rec. Complex, Cadiz. Info 502/522-6389 or 235-5154.
KENTUCKY MOTOCROSS
Greenbo MX, Argillite. Info 606/473-7590.
MASSACHUSETTS MOTOCROSS
NEMA. Capeway Rovers MX Track, Middleboro. Info 207/384-2451.

NEVADA STATE FAIR
Reno, Nevada
AUGUST 16th
Quads - 3 Whl - Odysseys
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Sign-up - 7:00 am
Races - 11:00am
Motorcycles Arena MX
Sign-up 4:00 pm
Races 7:00 pm
All Classes Plus Minis
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CMC Race With The Best
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August 9 - Sunrise
• Summer Series #6
• Multi Championships
August 14 - Ascot
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Cycle News readers — the first to know!

AFM ROAD RACING 1987
August 15-16 Willow Springs
August 22-23 Sears Point
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THE 2ND ANNUAL

WESTERN USA CHAMPIONSHIP

$40,000 In Prizes, Trophies, Contingencies, & Purse Money

MOTOCROSS SERIES EIGHT RACE

Aug. 30	Perris	SMX	Sept. 27	Barona Oaks	NMA
Sept. 6	Perris	CRC	Oct. 4	DeAnza	SMX
Sept. 13	Sunrise	NMA	Oct. 11	L.A. Raceway	CRC
Sept. 20	Glen Helen	CRC	Oct. 18	DeAnza	SMX

(DOUBLE POINTS AT FINAL EVENT)

Last year's series was a smash success, so SMX, CRC, and NMA have teamed together again to present this series at five different Southern California tracks. If you have a current competition license with any of the three clubs, you can race in all eight events.

BEL-RAY · MOTOCROSS Action Magazine · SCOTT USA · DUNLOP · MS Racing MALCOLM SMITH · Silkolene · Answer · Metal Mulisha · PRO CIRCUIT · YAMAHA · Revital · PJ1 LUBRICANTS · answer · IRC TIRE · AXO

ROME CYCLE RANCH MX Rome, GA
3rd ANNUAL RACE OF CHAMPIONS • AUGUST 16

Over $2000 Worth Of Cash & Contingencies
All Regular Amateur Classes & Open ATV
Pro-Am Classes — 125 & 250/Open

ENTRY FEE:
$10.00 Amateur
$25.00 Pro-Am

		PRO-AM PAYBACK PER MOTO			
Gate Fee:	$5.00	1st	$75.00	4th	37.50
Gates Open	7:00am	2nd	62.00	5th	25.00
Practice	10:00am	3rd	50.00		
Race	11:30am				

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September 11	Steamboat Springs, CO	Vintage Motocross
September 12	Steamboat Springs, CO	Vintage Road Races

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Kahoka Racing, MO H.S. C'ship Series. Kahoka. Info 314/291-7091.
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• AMA. Prairie County Fairgrounds, Terry. Info 406/248-7901.
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• AMA. Raceway Park, Englishtown. Info 201/446-6331.
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AMA. Broome-Tioga Sports Center, Binghamton. Info 607/723-3523 or 648-4997.
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• AMA/D-34. Ace MX, Modena. Info 914/462-0570.
NORTH CAROLINA MOTOCROSS
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• AMA. Mid Ohio MX Park, Lexington. Info 419/522-6155 or 589-6650.
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• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OREGON MOTOCROSS
• Yamaha Gold Cup #1. Albany. Info 503/928-4474 or 206/568-3235.
PENNSYLVANIA TOUR
Endless Mountain Tour. Benefit - Ronald McDonald House, Danville. Ye Olde Cycle Barn, Hughsville. Info 717/5844-3842.
PENNSYLVANIA MOTOCROSS
The Challenger. Rocky Ridge Riders, Imperial. Info 412/796-1667 or 796-5602.
TENNESSEE ENDURO
SETRA Series. AL/TN state line, Scottsboro, AL. Info 205/259-0872.
TENNESSEE MOTOCROSS
• Smoky Mountain MX, Pigeon Forge. Info 615/453-8203 or 453-4622.
TENNESSEE MOTOCROSS
• Muddy Creek MX, Blountville. Info 615/323-5497 or 323-8128.
TEXAS MOTOCROSS
• Ambues of Borger. Mesa Raceway, Fritch. Info 806/857-2235.
VERMONT MOTOCROSS
VT MX Assn. Berkshire Race Track, Enosburg. Info 802/933-2022.

August 26

CALIFORNIA SPEEDWAY
• AMA/American Raceways. Nat'l Orange Show. Inland Motorcycle Speedway, San Bernardino. Info 818/446-0969.
CALIFORNIA DRAGS
Sacrmento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.

August 27

CALIFORNIA SPEEDWAY
• Ascot's South Bay Stadium, Gardena. Info 213/321-1100.
CALIFORNIA SPEEDWAY
• AMA. Baylands Raceway Park, Fremont. Info 415/651-2545.

August 28

CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• BMA. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA STADIUM MX
SRA. Sacramento Raceway Park, Sacramento. Info 916/363-2653.
CALIFORNIA SPEEDWAY
• AMA. Northern CA C'ship. Gold Country Speedway Fairgrounds, Auburn. Info 916/485-7140 or 448-7557.
INDIANA SHORT TRACK
• AMA. Lawrenceburg MC Speedway, Lawrenceureg. Info 513/662-7759.
MICHIGAN MOTOCROSS
• MRA. Milan Excitement City, Milan. Info 517/522-4380.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 463-7677.
OHIO HALF MILE
• AMA. Treaty MC. Darke County Fairgrounds, Greenville. Info 513/548-7197 or 968-4176.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS STADIUM MX
• Ross Downs MX, Colleyville. Info 817/481-2804.

August 29

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
• Coleta Valley MX, Ashland/Talladega. Info 205/354-4586 or 354-2805.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA STADIUM MX
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SCRAMBLES
• R & D Ent. Bolado Park, Hollister. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Central Valley MX Series. Huron. Info 209/673-8080.
CALIFORNIA SCRAMBLES
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
• CMC. Pierson Speedway, Ridgecrest. Info 619/446-7240.
DELAWARE MOTOCROSS
Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
NEW YORK SHORT TRACK
• Fastland USA Speedway, Accord. Info 518/325-5893.
OHIO MOTOCROSS
• AMA/D-11. Honda Hills, Linnville. Info 614/228-0690 or 323-3766.
OHIO MOTOCROSS
• AMA/D-11. Holeshot Hills of Cincinnati, Harrison. Info 513/738-3914 or 738-2678.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX Raceway Park, Lenoir City. Info 615/637-7041.
WASHINGTON SHORT TRACK/TT
• AMA/ D-27/ Mt. St. Helens MC, Castle Rock Fairgrounds, Castle Rock. Info 206/274-8700 or 274-4346.

August 29-30

CALIFORNIA SAND DRAGS
USA Sand Drags. Don Brown Racing. Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.
CANADA ROAD RACE
Westwood MC. 6-Hr. Endurance. Westwood Motorsport Park, Coquitlam, B.C. Info 604/530-8915 or 324-0154.
MINNESOTA ROAD RACE
CRA. Brainerd Int'l Raceway, Brainerd. Info 612/332-4070.
SOUTH DAKOTA MOTOCROSS
Broderline Racing Assn. Red Dot Raceway, Rapid City. Info 605/393-1941 or 348-6037.
MISSOURI MOTOCROSS
• MXP. 4th Annual Hot Dog Shoot Out. Finger Lakes State Park, Columbia. Info 3314/474-2444 or 696-5561.

August 30

ALASKA SUPERCROSS
FMRA. Goose Island Raceway, Fairbanks. Info 907/488-2121.
CALIFORNIA GRAND PRIX
• CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA GRAND PRIX
• SRA. Carlsbad Raceway, Carlsbad. Info 714/828-1358.
CALIFORNIA MOTOCROSS
• Women's Nat'l MX. Don Brown Racing. Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.
FLORIDA SCRAMBLES
• Triathelon Series. Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Kawasaki of Rome. Rome Cycle Ranch, Rome. Info 404/235-3454.
IDAHO MOTOCROSS
Fossil Bowl MX, Clarkia. Info 208/245-3608.
ILLINOIS HILLCLIMB
AMA/D-17. Variety Riders MC, Ottawa. Info 815/433-3554.
INDIANA HARE SCRAMBLES
Red Fox T-N-T, Lynnville. Info 812/464-8455.
KANSAS MOTOCROSS
Prairie Pups MC, Hutchinson. Info 316/663-4066.

FREE CALENDAR LISTING

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

Motocross
County Line Rcwy
Vance, AL
June 18
By Dixie Cash

50
Charlene Cloninger Yam
80 SR B
Terry Franklin Kaw
125 B
Joey Hargrove Hon
Jerry Swindle Kaw
Michael Gentry Kaw
125 C
Scott Wilson Kaw
Jimmy Stovall Hon
Greg Donaldson Kaw
Wesly Beam Yam
Tony Carter Yam
125 2 YR
Mike Gray Suz
Shane Praytor Hon
250 B
Mike Monroe
Buddy Phillips Kaw
250 C
Richard King Kaw
Duane Martin KTM
Jack Barry Hon
250 2 YR
Jeff Besant Yam
Roy Jones Hon
OPEN
Richard King Kaw
Joel Howard Hon
OPEN 2 YR
Hill Creekmore Hon
George Cloninger Yam
ENDR
Phil Williams Kaw
Danny Williams Kaw
Mike Gordy Hon
Alan Martin Yam
Michael Fredrick Kaw
SR
Glenn Stephenson KTM
George Cloninger Yam
Harold Walters Kaw
OT
Cecil Atkins Kaw
PP
Joyce Phillips Kaw

Motocross
CMC Ascot
Gardena, CA
June 26

60
Armando Overland Kaw
Jason Shirey Kaw
Ceasar Galvez Kaw
80 BEG D-1
Kenny Watson Kaw
Rick Londo Yam
Aaron Wenstrup Yam
80 BEG D-1
Curtis Gavin Hon
Brandon Whitbeck Hon
Rich Sherman Hon
80 JR
Marc Bunce Suz
80 INT
Rusty Somers Kaw
80 EX
Mike Cox Suz
MINI
Scott McDonough Kaw
Tim Tolleson Suz
Steve Casper Yam
125 BEG D-1
Mike Kelsey Hon
Todd Gould Suz
Steve Flynn Suz
125 BEG D-2
Tom Wycoff Suz
Mike Ulrich Kaw
Anthony Rose Hon
125 JR
Sam Hawley Kaw
Perrin Perez Hon
Danny Fonteyn Hon
125 INT
Darin Green Kaw
Daniel Bush Hon
John Blood Hon
125 PRO
Tim Rutherford Kaw
250 BEG D-1
John Yocum Yam
Kevin Mehlbrech Kaw
Jeff Green Suz
250 BEG D-2
Bud Donatoni Yam
Jim Carley Yam
John Hamacher Suz
250 JR
Gary Wagner Yam
James Cartmell Hon
Brian Nall Hon
250 INT
Rick Gasper Hon
Larry Gross Yam
Roger Lawrence Suz
250 PRO
Scott McDonough Hon
Bob Kline Hon
500 BEG
Brian Anderson Yam
Jeff Jones Hon
Thomas Kirlin Yam
500 JR
Kevin Lopa Hon
John Cameron Kaw
Fred Hommel Hon
500 INT
Don Pastell Hon
500 PRO
Craig Hofmeister Hon
VET JR
Douglas Brooks Yam
Tim Williams Kaw
Dana Evenson Yam
VET INT
John McManaway Yam
Terry Van Blaricon Hon
Tim Tolleson KTM
VET PRO
Carl Gazafy Hon
David Eropkin Kaw
VET MSTR
Rick Johnson Hon
VINT
John McManaway Yam
Terry Pratt CZ
Kenny Sykes Gre
VINT OT
Terry Pratt CZ
Jim Keeton Hus
David Metz Cz
VINT VET
John McManaway Yam
Kenny Sykes Gre
George Jax Mai

Motocross
Stoneyhollow MX Park
Dayton, OH
June 21
By James Hundley

50 AUTO
Lowell Short Yam
Jason Juskae Yam
Dylan Hermosillo Yam
Bucky Wolf Yam
Jordan Smith Yam
60
Gregory Rand Kaw
Jon Weaks Kaw
James Post Kaw
Lenny Baker Kaw
Chris Strunk Kaw
80 MINI JR
Gregory Rand Yam
Chris Strunk Yam
Jesse Thumser Suz
Jon Weaks Kaw
David Puckett Kaw
80 MINI SR
Mark Kiser Suz
Jason Tackus Kaw
Tony McNeilan Suz
Jerry Fyffe Kaw
Joshua Steel Kaw
125 SCHBY
Doug Kramer Yam
Blane Arnbruster Yam
Jason Gray Suz
Mark Kiser Hon
Jason Tackus Kaw
125 C
Joseph Kelty
Jerry Fyffe Kaw
Scott Dwire Hon
Ryan Eisenmenger Hon
Bobby Collett Suz
125 B
Chuck Reed Kaw
Mike Wheeler KTM
Jamie Horton Hon
Brian Custer Hon
Doug Kramer Yam
125 A
Cliff Walker Hon
Mark Musselman Hon
Scott Paul Hus
Chris Knox Kaw
Chuck Reed Kaw
250 B
Doug Sanger Suz
Jamie Horton Kaw
Robert Shoup Hon
Randy Poynter Suz
James Stukenborg Hon
OPEN B
Daniel Walsh Hon
David Perry Hon
Frank Bauer Hus
Jeff Cox Hon
Randy Comer Kaw
SR
Doug Sanger Suz
Tim Allemang Hus
Steve Donaldson Hon
Jindrich Gref Yam
Daniel Post Kaw
OPEN A
Cliff Walker Kaw
Mark Musselman Hon
Chris Knox Suz
Roger Claus Kaw
Scott Paul Hus

Dirt Drags
Delmarva C'ship
Middleford Spdwy
Seaford, DE
July 5

125 KNOBBY
John Errera Hon
Gene Kaczka Hon
Kenny Riggins Kaw
OPEN STREET
Mark Miller Yam
Tom Stevens H-D
OPEN KNOBBY
Rennie Dail Kaw
Bill Burge Tri
Rich Sasson Kaw
Chuck Stach Suz
Andy Givens H-D

Motocross
County Line Rcwy
Vance, AL
July 11
By Dixie Cash

80 JR
Shane Barker Kaw
Keith Scott Kaw
80 SR B
Chris Boyd Kaw
Heath Townsend Kaw
125 C
Greg Donaldson Kaw
Paul McDainels Hon
Scott Wilson Kaw
Joey Machen Kaw
125 2 YR & OLD
Paul Wilson Yam
Mike Gray Suz
Jef Chamblee Suz
Shane Praytor Hon
250 B
Robert McCoy Hon
Scott Stone Yam
Buddy Phillips Kaw
250 C
Duane Martin KTM
250 2 YR & OLD
Roy Jones Hon
Robert Hewitt Hon
OPEN
Joel Howard Hon
Benjie Covingtyon Hon
OPEN 2 YR & OLD
Tim Taylor Kaw
Rick Arbona Hus
ENDR
Mike Gordy Hon
Danny Williams Kaw
Alan Pattillis Kaw
Rodney Scott Kaw
ENDR 2 YR & OLD
James Sanders Hon
PP
Joyce Phillips Kaw
SR
Randy Higgins Hon
OT
Cecil Atkins Kaw

Motocross
Hillsdale Green Acres
Hillsdale, MI
July 11

85 JR
Casey Randolph Hon
85 B
Brad Grubbs Kaw
Jason Evans Kaw
Jaron Chascsa Yam
Patrick Verner Yam
85 A
Chad Dubiski Kaw
125 JR
Kevin Church Yam
185 L/W C
Kevin Church Yam
Kyle Polter Hon
Jeff Knight Kaw
Ken Grubbs Suz
Dave Ellis Hon
125 B
Doug Iodings Hon
Randy Delker Suz
125 A
Ted Benhower Hon
250 B
George Mekjian Yam
VET B
John Fedor Hon
John Wirick KTM
Paul Chascsa Hon
William Mahaffey Hon
VET A
George Mekjian Yam
SR
Tom Hubbard Hus
Dan Verner Kaw
OPEN B
Heath Velliquette Yam

Motocross
Hillsdale Green Acres
Hillsdale, MI
July 18

85 JR
Casey Randolph Hon
0-85 B
Brad Grubbs Kaw
Jaron Chascsa Yam
John Carr Suz
Nathan Carr Hon
125 JR
Kevin Church Yam
185 L/WC
Kevin Church Yam
Jeff Knight Kaw
Rodney Rodriguez Kaw
Monte McCarty Yam
125 B
Rodger Marks Kaw
L. Steven Schram Kaw
Jeff Yoder Yam
Bill Wilhelm Hon
125 A
Ted Benhower Hon
OPEN A
Doug Scholl Suz
OPEN B
Heath Velliquette Yam
VET B
John Fedor Hon
William Mahaffey Hon
John P. Wirick KTM
Paul Chascsa Hon
SR
Tom Hubbard Hus
Richard Leach Hon

Motocross
I-40 MX Race Park
Lenoir City, TN
July 18
By Lorene Sharp

60
Jeremy Stinnett
Wade Pelfrey
80 JR
Neal Wilson
Jeremy Stinnett
80 SR
Marty Dyke
John Lobetti
Mitch McKenzie
Pat Rapking
125
Travis Payne
Allen Cody
Shane Stepp
Larry Bolden
Chris Kitts
250
Michael Shaver
Brent West
Jason Tarver
Daren Ritter
OPEN
Travis Payne
Larry Bolden
Chris Kitts
ENDR
Tim Brannon
Jim Catlett
John Lamb
Tim Blevins
OVER 30
Larry Finchum

Motocross
Hillsdale Green Acres
Hillsdale, MI
July 25

85 JR
Casey Randolph Hon
85 B
Earl Hilt Kaw
Jason Evans Kaw
Brad Grubbs Kaw
Patrick Verner Yam
Nathan Carr Hon
125 JR
Kevin Church Yam
L/W C
Kevin Church Yam
Monte McCarty Yam
Chris Rodehaver Suz
Mitch Brock Hon
Mark Wisecarver Yam
125 B
Ray Leach Hon
H/W C
Steve Christensen Hon
250 B
Kevin Vanderpool Hon
VET B
Craig Blosser Kaw
John Fedor Hon
Wiliam Mahaffey Hon
John Wirkk KTM
John Carr Yam
SR
Tom Hubbard Hus
Richard Leach Hon
Dan Verner Kaw

Trophy Pickup

Lost Coyotes H/S 5-31-87. Trophies at Dist 37 Desert Races or call 946-1512. (30-31)

Trophy pick-up info on the Invaders/OCMC. Dual European Scrambles held in Barstow on the wkend of July 11/12.

For Listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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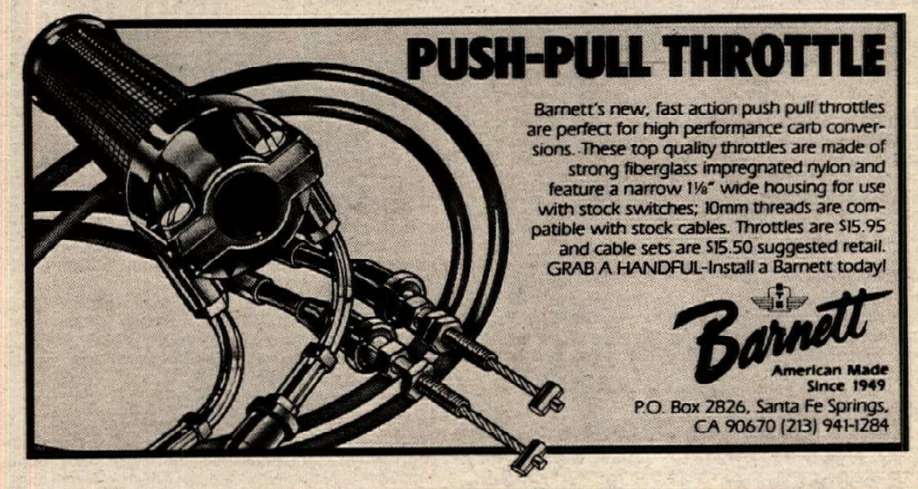
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Lead Technician needed for large volume Honda Kawasaki dealership in Ashville, N.C. $12 per billed hour plus benefits for right person with a minimum of 5 years experience. Low cost of living index with great street and trail riding. Contact Doug (704) 253-5646. (331-32)

District Tech Service Mgr U.S. Suzuki Motor Corp
We're seeking a self-motivated individual to fill a Technical Service Manager position. Position requires extensive overnight field travel, assisting our dealers with their service needs. To qualify you must be a strong communicator, like to help people and have a strong Technical background and Service Management experience. Suzuki knowledge is preferred, but not required. We offer an attractive starting salary, company van, expense account, thorough training program and other excellent benefits. Present area opening is for the S.W. United States. Applicants are also encouraged to apply for future openings in other territories around the Country. Resumes should include a personally handwritten cover letter. Please send resume to: Mrs. Wilma Williams, Personnel Manager, U.S. SUZUKI MOTOR CORP, 3251 E Imperial Hwy, Dept DTSM, Brea, CA 92621. NO PHONE CALLS PLEASE! (231-32)

Manager/Salesmen
Immediate openings for busy M/C Accessory stores SF Valley and So Bay. Experience preferred, benefits. (213) 676-2264 Stan. (818) 983-0210 Jim. (231)

Busy CA Har-Dav Dealership
Looking for experienced, well tooled Har-Dav Mechanic for year 'round work. Call Bob Pynn (213) 326-3622. (331-32)

Enthusiast Wanted
Summit Industries Inc is looking for a Customer Service person with motorcycle accessory experience. (714) 371-1744. (331)

Experienced Mechanic
Immediate opening for experienced Honda Mechanic on Florida's East Coast. Good pay and benefits, 5 day work week. Call Dennis (305) 287-1850. (331-34)

BEAUTIFUL CLEARWATER, FL. Experienced Honda Mechanic. Registered Technician or 3 years minimum experience required. Excellent pay, 5 day work week, plus much more. George Sines (813) 791-3111. (231-33)

SMALL IMPORTER/DISTRIBUTOR requires person to operate East Coast office to control the distribution of motorcycles and parts. Please send resume, including salary history to: BENELLI/MOTO GUZZI N.A., 1500 Caton Ave, Baltimore, MD 21227. (230-31)

Vance & Hines
Join the #1 team of professionals. Do you consider yourself a highly qualified M/C Mechanic? Are you interested in a great future? Vance & Hines M/C Centers has immediate openings for Mechanics who want to move up in the M/C Industry. Top commissions paid. Great opportunity for advancement. Send resume or contact: Ron Foster, VANCE & HINES RACING, 14010 Marquardt Ave, Santa Fe Springs, CA 90670. (230-31)

General Mgr/Sales Mgr
West L.A. dual-line dealership looking for an aggressive, self-motivated manager with good managerial skills, who can run full-line dealership. Call Marshal (213) 854-7788. (230-31)

Kawasaki Mechanic
Experienced with the 4 major Japanese bikes. Excellent working conditions. LEMONADE KAWASAKI. (213) 392-8697. (230-31)

M/C Mechanic
Kawasaki and BMW. 5 years experience. Will train on BMW. Full time, benefits. 1255 Parkside Dr, Walnut Creek, CA. Call Susan (415) 938-8373. (230-31)

Bay Area BMW Sales
California BMW Mountain View seeks enthusiastic BMW rider for Counter/Parts/Bike Sales. Reply in writing: Kari Prager, 2490 Old Middlefield Way, Mountain View, CA 94043. (230-31)

Top Notch Kaw Mechanic
Aggressive, self-starter wanted immediately to work for the #1 Kawasaki dealership in the 8 Western states. This is your chance for year round employment in So Cal. Excellent commissions plus medical benefits, paid vacations and holidays. I will also help pay for relocation for qualifier. Call today! Ask for Mel COVINA KAWASAKI (818) 967-4181. (230-31)

Experienced Salesperson
Earn more! Have more fun! Put your sales experience to work at Orange County's #1 Suzuki dealership. Finance experience mandatory. Call Bob (213) 893-5091. (230-31)

AMA Associate Editor
American Motorcyclist magazine is seeking an experienced journalist for the position of Associate Editor. Applicants should have strong and proven skills in editing, writing and photography. College degree in journalism and newspaper/magazine experience preferred. Send resume, salary requirements and clippings to: Greg Harrison, AMA, P.O. Box 6114, Westerville, OH 43081-6114. No Phone Calls Please. (230-31)

SO CAL DEALERSHIP. YAMAHA ONLY NEEDS Mechanic, Service Writer & Salesperson. Send resume to: Cycle News, Dept BP, P.O. Box 498, Long Beach, CA 90801. (230-31)

Honda Service Mgr/Mechanic
Immediate opening for qualified person well versed in Service department. Top wages, pay commensurate with experience. 5 day work week, year 'round, opportunity for promotion, ongoing training by factory. R&R SPORTCENTER, Paso Robles, CA. Ask for Richard (805) 238-4755. (228-31)

Parts & Accessories Sales
Join a growing and winning Honda dealership in So California. Full time position, salary + generous commission, health benefits, vacation. Send resume to: P.O. Box 4410, Oceanside, CA 92054. (229-32)

Parts Service Sales Openings
For aggressive personnel at S.F. Valley Suzuki dealership. COLE BROS. (818) 980-4702. (228/TFN)

★★★M/C Technicians★★
Are you ready for a change? The M/C MECHANICS INSTITUTE in Phoenix, AZ is now accepting applications for the position of Instructor. No teaching background necessary. Excellent company benefits. Interested applicants should contact Larry Barrington at (800) 528-7995. (222/TFN)

Experienced Parts Person
Full time position available at BEACH YAMAHA. Full-line dealer, good pay and benefits. Call Andy (714) 536-7555 Huntington Beach, CA. (228-33)

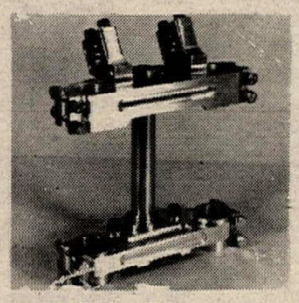
Town & Country Honda
In Bell, California has immediate need for Honda Mechanics. Our Service department is over flowing with work. Proven highest earning potential in the Industry. For information please call Gary at (213) 773-2164. (228-33)

★★H.D. Technicians★★
The Phoenix & Orlando H.D. training centers are looking for experienced Technicians to join it's Instructor team. Good benefits, great career. Inquire to: M/C MECHANICS INSTITUTE. (800) 528-7995. J. Kraemer. (229/TFN)

Business Opportunities

STREET BIKE SALES, SERVICE, PARTS & Accessories shop. European franchise. Good customer base in major New Mexico metro area. Open 9 years. $15K Turn-key. Call (505) 268-4050 evenings. (130-31)

Yamaha Franchise Dealership
Los Angeles area. Excellent location. Very good potential for right buyer. Reasonably priced by owner. (213) 772-8340. (330-32)



Custom Triple Clamps
Made to your measurements. FRANK'S RACING. (714) 546-3484. (131-33/P)

1986 FZ600 Yamaha
1450 adult miles, never raced plus extras. Must sell. $2300/OBO. New black/grey leathers. $300/OBO. (607) 255-9707 days, (607) 347-4961 evenings. (331-320

1986 FZ750 YAMAHA SUPERBIKE: factory race kit motor, Marvic wheels, Calfab swingarm, Spondon brakes with 13" Kosman rotors, White Bros shock, White Power front end, extras. $1400 invested. Best offer. (518) 563-8550. (331-32)

1987 RM125
10 hours riding time, SD racing motor. Will ship. $1750/OBO. (714) 846-4968. (331)

1969 BSA 650
Excellent original condition. Runs and looks great. New top end. (714) 795-5738. (131-32/P)

HONDA 125cc WATER COOLED CR125 engines. New, $500. Used, $250. (804) 484-4949. (131)

Wanted: FZ750 Parts
Need 1986 FZ750 fairing, complete, lower frame tubes, wiring harness, inner fairing panels, front stainless brake lines, clutch line, front fender, rear disc. I will buy almost anything for FZ750. Call (314) 869-5091 evenings. Russ. (131)

ROADRACE LEATHERS: Dainese one piece Eddie, size 54, Alpenstars boots, size 10½, Spidi gloves, size med; Dainese spine protector. $450 takes it all. (517).269-6221. (131)

1986 KX125, $1350; KX250, $1700; KX80, $800. (201) 995-9131. (131-32)

YSR50 Double Your H.P.!!!
You don't need big names or over-priced gimmicks to go fast. We specialize in NO B.S. engine mods! Get the most for your performance dollar from CW RACING ENGINES. For only $165 our kit doubles you hp and increases top speed 10 mph with stock gearing! Call now for details. (408) 374-6898. (231-32/P)

1986 CR500 HONDA: GREAT CONDITION. $1700. Call (714) 646-1731. (331)

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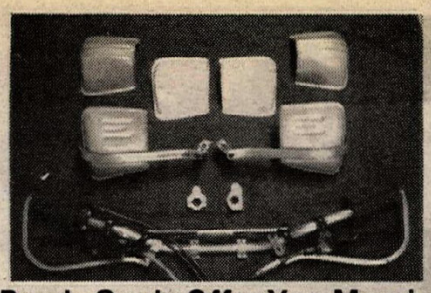
These Cycle News "Anything Else Is History" T-shirts reflect both our dedication to bringing you up to the minute coverage and your dedication to getting the most from the source you choose to cover your favorite sport. You can wear this T-shirt with pride, but we suggest you wear pants too! Order yours today from the Cycle News Products Order Form Located below the advertisers index. (5/TFN)



Brush-Gards Offer You More!
Heat-treated aluminum, narrow profile, adequate lever clearance, single tool fastening, lifetime replacement warranty. Universal Brush-Gards $39.95. For '87 Huskies, $44.95. Plastic deflectors add $15 (specify color). American Made. ENDURO ENGINEERING, 3635 Hillside Rd, Ypsilanti, MI 48197. (313) 434-0550. (129/31/P/EOI)

1986 Husky 400 Enduro
Very good condition, low miles. $1600. (818) 362-8341 wkdays. (331-32)

'85 TZ250N Yamaha RR
Excellent condition, Nikasil, Dymags, many spares including cylinders, pistons, cranks (new), Imron paint on new fiberglass. Ready to race. Can deliver to Sears Point National. $4800. (408) 263-9055. (131-32)

1987 CR125s Available
VALLEY HONDA KAWASAKI. (818) 365-6827. (225/TFN)

JOIN THE FOUR-STROKE SINGLES NATIONAL OWNERS CLUB. We appreciate 4-stroke singles! Free T-shirt, newsletters, decals. Send name, shirt size and $20 to Jack Robinson, FSSNOC, P.O. Box 1804, Hutchinson, KS 67504-1804. (126-31/P)

Boulder Yamaha—FZ750s
In stock. (303) 447-9559. (130-31)

WANTED: RIDING PARTNER in Moreno Valley/Riverside area to race GP, HS or Desert in D37. Must be reliable. (714) 242-0875 Don. (330-31)

It Was A Very Good Year
1974 saw Nixon nose dive in the political world and Kneivel nose dive into the Snake River. What a year!! Now you can have a piece of it, courtesy of Cycle News. We have a limited number of very special Posterbook Newspapers available from that memorable year. The photographs and illustrations in the Posterbook will conjure up wonderful images and memories from that enigmatic era. Save a bit of history for yourself. Order your Cycle News Posterbook Newspaper Today for only $2.00 from the Cycle News Products Order Form located below the advertisers index. (5/TFN)

CALFAB YSR Alloy Swingarm
Improved handling, lighter, stronger and 1" longer than stock for greater stability. NOW AVAILABLE! $269.00. ORDER YOURS NOW! Call CALFAB at (714) 779-0123. (229-32/P)

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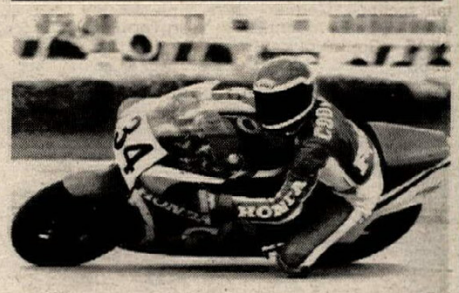
Two stage headers, 2½" collector, 2¼ I.D., louvered core silencer (removable). Black plasma coated. G&C PRODUCTS. (513) 898-8084. (328-31)

********Hodaka Parts********
Shipped ANYWHERE UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES. (714) 582-8332. (225/TFN)

Wanted: Kawasaki
Eddie Lawson replicas. 1982 or 1983 models. Contact Sam at (214) 243-2451 or (214) 243-1400. (230-31)

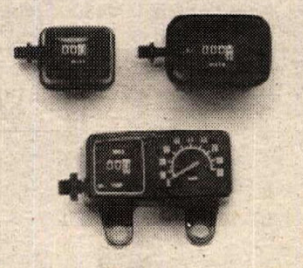


Wes Cooley Riders Association
Open track ride at Willow Springs Raceway Aug 14 and Sept 18. No experience necessary! Beginning rider? Canyon Crazy? Racer? We have the track time for you. Beginning and advanced schools. For more info call (818) 574-7625. (230/P/TFN)

1977 TRIUMPH BONNY: 10,000 pampered miles. Near mint. $1150 firm. 1978 Honda Hawk Automatic: fairing, rack. Sharp. $450 firm. (916) 541-1959 evenings. (131/P)

New Non-Current Blow-Out! '87 Summer Sell-Out!!

Suzuki: RM125F, $1495; RM125G & RM250G. Husky 250CR, $1995. KTM125, $1495; also '85 500MX, '85 250MXC at bargain prices!! '87 Suzuki RM80 & RM125 factory rebates!! '87 Husky 250 & 430 WRs. '87 KTM 350MXC & 500MX rock bottom prices!! You CAN own the best!! AERO PA, 1909 Larkin Ave, Elgin, IL 60123. (312) 742-2453. (231-32)



Mechanical Odometer Kits

Kits for CRs, YZs, RMs, MXs, KTMs and Huskys from $70.00. COUNTDOWN. (818) 348-8381. (227/TFN/P/EOI)

1986 KTM 250WR

Stored ½ year, Never raced, play bike. Low miles. Perfect. $1500. (213) 871-1070 days. (131)

250 ShortTracker Suzuki

Ex Pro-bike. PE250. Based factory motor, Viper frame, spares galore. $800. (415) 536-8459. (131-32)

1978 GS1000 YOSHIMURA Racebike, Stage IV, 1105cc engine. Street legal, many extras. Low mileage. Runs great, very fast. $1000. (818) 347-8581. (131/P)

1985 KX250. RIDDEN 4 TIMES. Exceptional condition. $950. (714) 796-7437 leave message, or (714) 796-9507. (331-32)

WANTED TO BUY: GSXR1100/750, 600 Hurricane Honda; with cosmetic damage or even really bad condition, or damaged parts (tanks, fairing, etc.). (703) 620-0435 leave message if not home. (331)

Day-Glo Orange Seat Covers

Seamless seat covers, most '85-'87 MX bikes, $25. Day-Glo graphics on stock colors, $22.95. Standard graphic seat covers, $19.95. Seat foam and cover, $44.95. With Day-Glo orange cover, $49.95. CEET PRODUCTS. (800) 523-8205. (619) 727-7220. (131/P)

GSXR Suz Works Endur F1

Two works fairings plus screens. Also seat, with tail sections. German made. One set new other one race only. Indentical to Yosh Tornado. $695/$545. Commonwealth Racing. (502) 897-6969. (131)

1982 XV920 Yamaha

Only 1700 miles. Bought new Aug '86. Always garaged. $1800. (714) 795-5738. (131-32/P)

Bimota SB2

Mint condition. New paint. Brembo brakes. Magnesium wheels. Low mileage. Always garaged. Was asking $5500 U.S. Will sacrifice $4500 U.S. with motor. $4000 U.S. without motor. I will pay all shipping charges. Call (403) 255-6891 evenings. Ron. (331-33)

1986 TZ250N: AFM F-2 CHAMPION. Very fast and reliable. 151.8 mph at Daytona. Marvic wheels, Brembo brakes, two cranks, many spares. $5000/OBO. (415) 935-0232 evenings. (131)

TZ250H

Fast, reliable and ready to race. Spare wheels, fairing and many new spares. Professionally maintained. Must sell to buy new bike. (301) 747-7860 ask for Cliff. (131)

Fast Fill Gasoline Dump Can

2.5 gallon, $59.95. 5 gallon, $65. Stand, $19.95. AMA approved. CLAIRMONT CYCLE SUPPLY. (619) 571-0155. (231/P)

3-RAIL M/C TRAILER, 15" WHEELS. $300. (213) 397-3821. (331)

Great Deal!

Honda 600 Hurricane: Race ready, drilled, wired, tires. Only 600 miles and only raced twice. Minor body damage. All street parts. Must sell fast!! $3000. (301) 747-7860 ask for Cliff. (131)

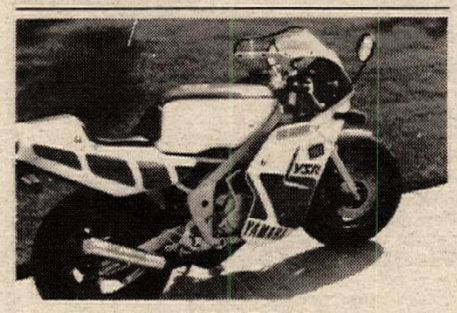
1979 Ford Box Van

351, V-8, ps/pb, new radial tires, cruise, 50 gal water supply, carpeted, sleeper, radio/cass, work bench, cabinets, hauls 3 motorcycles. Race ready, E/C. (618) 475-3427. (331-32/P)

1985 HONDA ODYSSEYS (2). Good condition, low mileage. $1900. Call (213) 399-4012 leave message. Stacy. (131-32)

1970 CB750 Honda

All original, 28,000 miles. Mint condition. $2000/OBO. (707) 459-5446. (131)



Pro Design YSR50 Kit

Components with hp increase throughout the powerband. Pipes and much more to make you a WINNER!! Call now for info on our complete kits. (714) 534-0620. (231/P)

'83 CX650 Turbo Hon/8K Mi

Professionally maintained w/ no damage. 2 yrs left on service contract. Fat Metzelers, custom black paint. B.O. over $3000. (714) 840-9137 evenings. (131)

!!While They Last!!

Vented AXO Super-Plus jerseys. Regular price $36.95. Now you can buy them for Dealer cost. $24.95...and We Pay the Freight!! Specify size and color. Visa/MC accepted. Call Now (818) 248-BIKE. (231-36/P)

1800BIKBARN. Can-Am Parts

In Illinois call (815) 778-3641. (225/TFN)

UNADILLA MX Des Nationals Hotels From $42 Air Pkgs To (800) 541-1223.

(231-32)

1985 FZ. FAST, CLEAN. Straight, ready to race. (213) 944-3998. (131-32/P)

Superbike

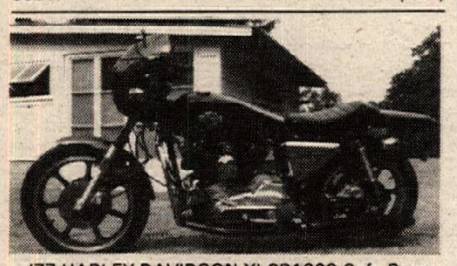
Ex-Amol precision superbike V-45 Honda, factory heads, Carrillo rods, Dymags, Brembo discs, PTM brakes, bullet proof. Great for Club racer. First $2500 takes it. (215) 657-1276. (331-32)

1987 CR250

FMF pipe, shock mods, new tires. $2000/OBO. Call (213) 481-8281 days, (213) 828-2911 evenings. Jeff. (131-320

1987 Can-Am 406/$2450

New condition, ridden three times. (504) 261-3357. (131)



'77 HARLEY DAVIDSON XLCR1000 Cafe Racer: 10,200 miles, new tires, battery and clutch. Excellent condition. Serial #371 of 3000 built. $4000 firm. (803) 475-6660. (131/P)

GSXR750 PARTS: Works Performance shock, $250; Daytona steering damper, $50; Telefix brace, $20. (505) 828-1458. (131)

White Power Shock

1985-1986 M-Star revalved with hd spring. $250. (714) 846-4968. (331)

Vincent Black Shadow

Or Rapide wanted. Call (213) 603-2200 days, (213) 540-2409 evenings. Bruce. (231-34)

Wanted: Fox Airshox

In good condition. Any size except mono. (818) 700-2860. (331-32)

Wanted: M.V. Augusta

750S, 750 America, 850. Top price paid. Call (213) 275-6208 Moto Guy. (131-32)

1987 YSR50's

Can deliver to L.A. area. One very trick 60cc, pipe, carb, porting. One stock. Also can get new ones. Offer. (817) 737-9748. (131/P)

Japanese Exotics

Don't delay...limited model availability. 1987 TZR250 race replica; 1985½ RZ500RN V-4, $3279; 1986 RG500 Suzuki Gamma, $4199. Internationally insured. Roadracing export experts. Call Mike Inglis or Keith Graham for info. Visa/MC deposits accepted. INGLIS CYCLE CENTER, 466 McCormick Blvd, London, Ontario, N5W4C5. Canada. (519) 455-3840. (331-33/EOI)

Wanted

Fairing and seat for CR750 Honda or mold info. Call collect (206) 694-2356. (331)

We Need Your Support For Our New Power Products & M/C Mechanic Class At L.A. Trade Tech Comm College

A public meeting will be held Wednesday, Aug 12, 6 pm to 9 pm at 617 W 7th, L.A. To get on agenda call Monday or Tuesday. (213) 628-7788 ext 2235. This is a non-agenda item, but you will have 3 minutes. Larry Coleman, KalGard sales rep (above left) presented $150 in scholarships. For more info call Larry at (818) 892-8674 or Bob (818) 785-4644 7 pm to 10 pm. We need taxpayers and voters to voice support. (131)

Help*Stable Clearance*Moving

1985 VF1000R, $3895; 1978 GS550, $695; 1981 IT465, mods, spares, $525; 1972 Cota Trials, complete, $185. Please make offers. (805) 659-2310. (331)

★XR750★Brand New★

New, never ridden, started twice, never titled. Original factory MSO. Serious inquiries only. (307) 266-4931. (131)

FZ600 Parts

Frame, engine, rear wheel, etc for sale. Best offer. Also 1983 XR350. $600/OBO. (408) 559-7169. (331-32)

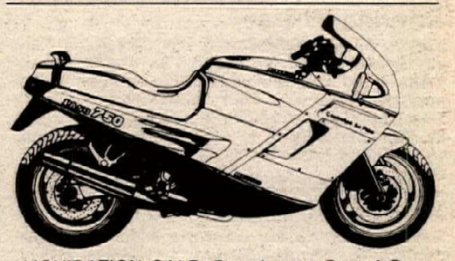
BATES LEATHERS: ONE PIECE SUIT, 6', 155. Excellent condition. $300. (505) 828-1458. (131)

90% Complete Kaw 500

90% complete Kawasaki 500. Project, custom paint, plating, mods, extras. Also mens and womens leather outfits with matching helmets, gloves and boots. $2500 takes all. Tom Warberg, 215 E 33rd Ave, Eugene, OR 97405. (503) 342-2463 days, (503) 343-1476 evenings. (131-32/P)

Attn: Desert Riders

Desert Hide-away, 2 bdr, 1 bath, furnished, 3 years old, on 5 acres, view. Across from sand dunes, Soggy Dry Lake, Lucerne Valley. Owner finance only. $52,500. Owner/Agent (714) 866-7625 days, (714) 585-5736 evenings. (331-34)



LIQUIDATION SALE: Brand new; Ducati Paso, Cagiva Elefant, FZR1000T, GSXR1100H, GSXR750RG Ltd, EX500, SRX600S, RZ350N, YSR50T, RB50H. No reasonable offer refused. (307) 266-4931. (131/P)

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*Suzuki-RG250/500 Gamma
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*Honda-NS400R V-3
*Suzuki-RG500 Gamma SQ.4
*Yamaha-RD500 V-4
*Skoal Bandit Replica (1-50)
*Delivery Now * New In Crates
*Call Now *(415) 485-1921.

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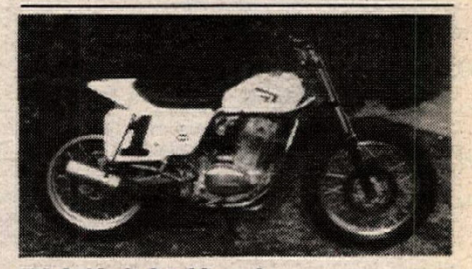


500 Knight Honda

ST and TT, Kosman, Megacycle, Marzocchi, Ohlin, Wiseco, Del'Orto, many extras. Fast and reliable. Dist 37, #1. Injury forces sale. $2000. (805) 392-9341, (408) 779-2311. (331-32/P)

1986 600 Ninja Street or Race

Excellent condition, well maintained. Two sets of body parts, one stock red/white/blue in excellent condition, 2nd set custom paint red/white/blue. Some road rash. Fox shock, Lockhart springs, plus stock and spare parts. Too much to list. Asking $3200. (205) 820-5244. (331-32)

'75 Kaw Z1B 900 Street/Drag

Displacement 1103cc, RC ported head, Manley valves, slotted cam sprockets, Dyna III ignition, Denco header, Lester mags front, rear WM-5, new trans, forks. $1200. (904) 733-4827. (331)

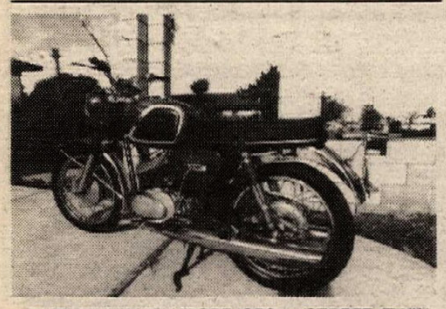
BSA DIRT TRACK FRONT WHEEL, oil tank, triple clamps. (408) 923-2142. (131)

1984 XR250 HONDA: EXTENSIVE modifications, Excellent condition. Best offer/trade. Wanted: BSA/Triumph 650, blue , Metisse. (415) 456-2381. (131)

'86 Weslake Mach VI Spdwy
Bike. Excellent condition. Godden frame, spare wheel, gears bar, Interspan boxes. Paid $3500, 6-86. Ridden by third division rookie for half season. $2000/OBO. (714) 774-1551. (331)

1986 Moto Guzzi LeMans
2400 miles with go-fast extras. $3600/OBO. (404) 447-8773 or (404) 448-4138 Steve Tully. (130-31)

Leverage Buy-Out
Need extended swingarm for 1986 CR500. New or used. Cash or trade parts off spare bike. (313) 887-5606 leave message. SE Michigan. (330-31)



1967 YAMAHA YDS5E 250cc STREET TWIN. Excellent original condition. Low mileage. $900. (619) 575-0161. (130-31/P)

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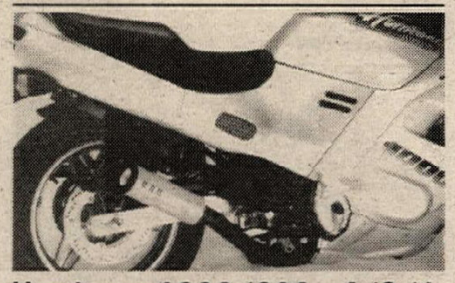

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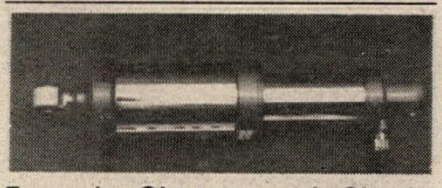

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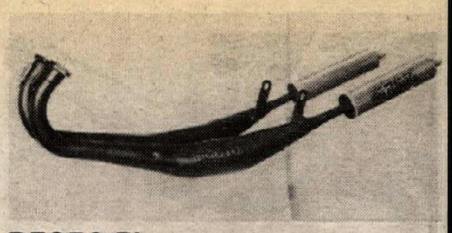

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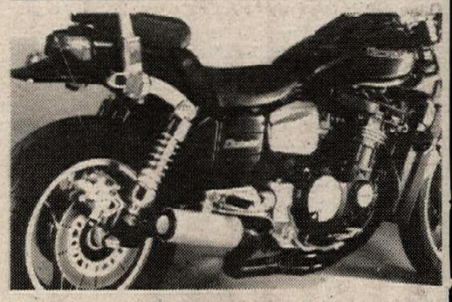

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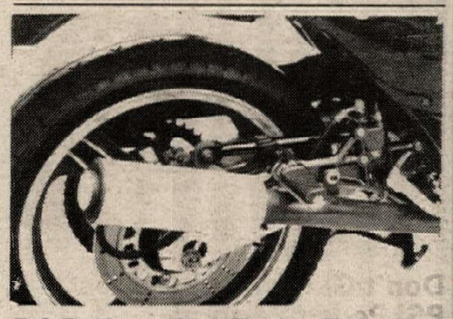

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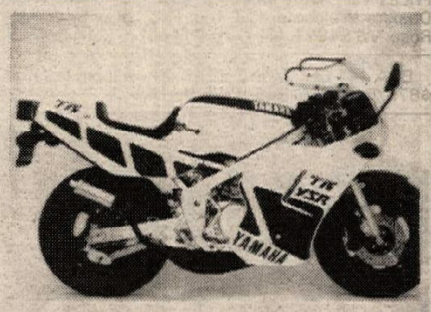

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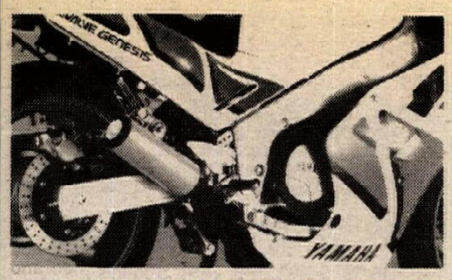

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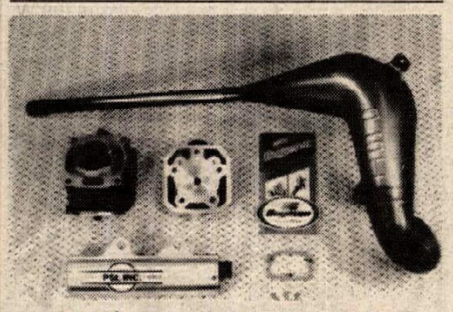

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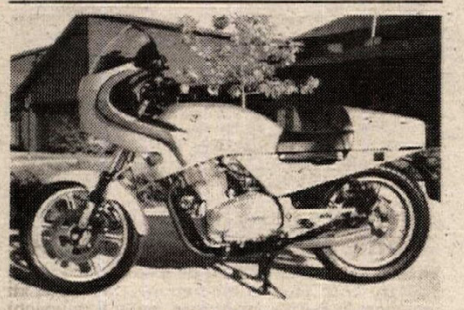

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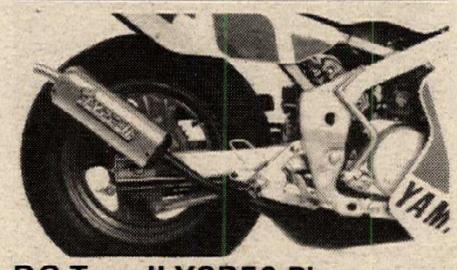

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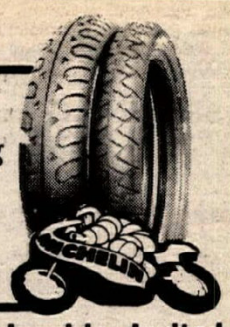

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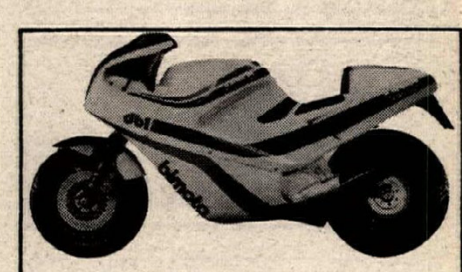

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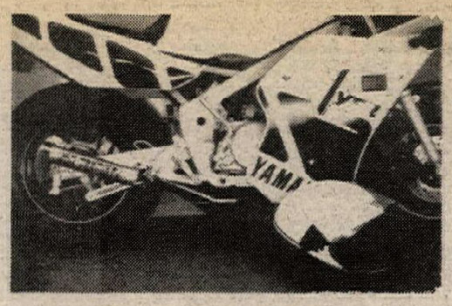

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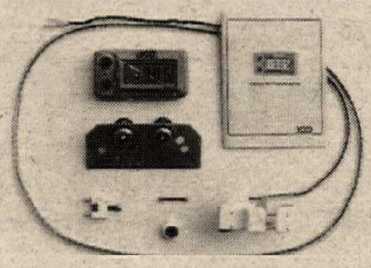

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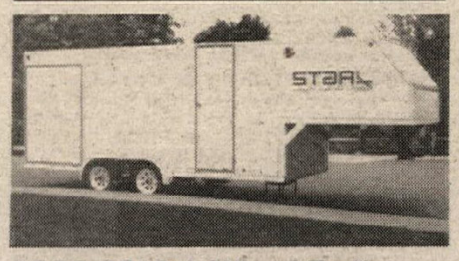

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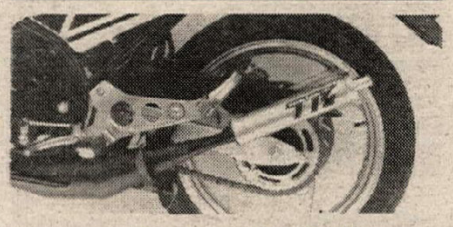

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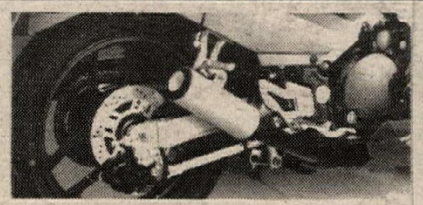

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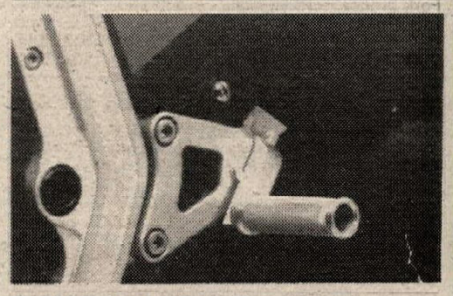

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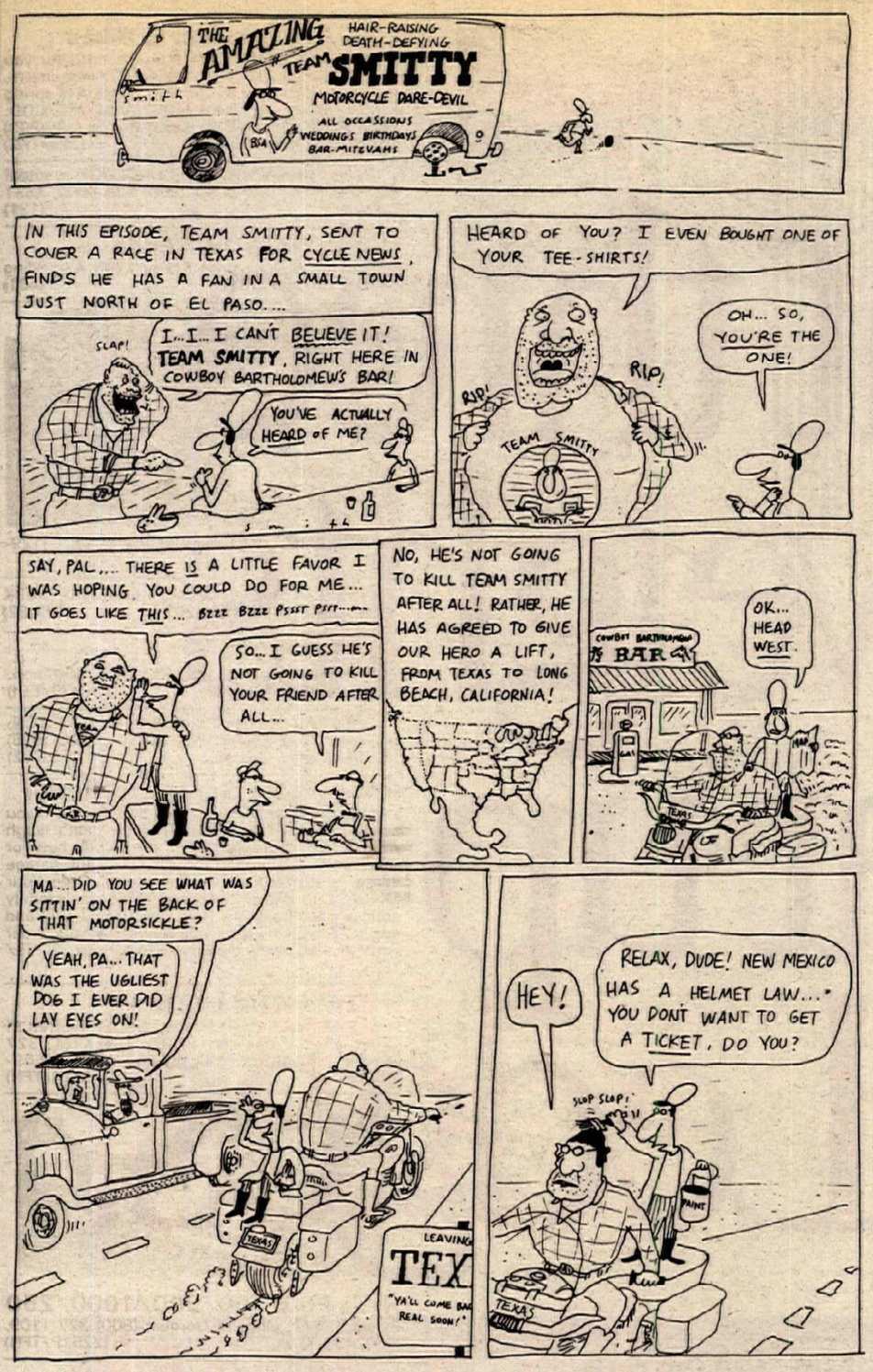

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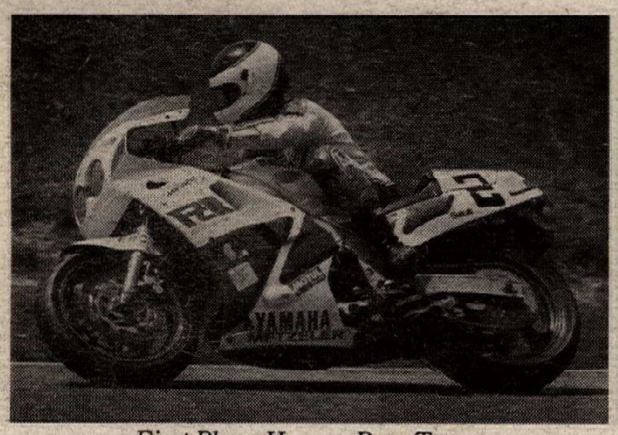
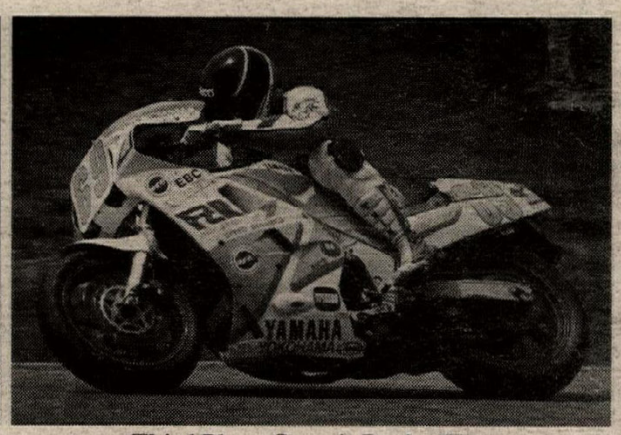


First Place. Human Race Team.

Second Place. Solmax Racing Team.



Third Place. Genesis Racing Team.

At the 19th Annual 24 Hours of Nelson Ledges, Yamaha was nothing less than a knockout.

The Human Race Team hit the finish line first. Solmax punched across next. And Genesis slugged it out for third. All were aboard FZR1000's, of course.

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